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REUTERS' TELEGRAMS.

ANGLO-FRENCH RELATIONS.

DANGER OF ALLIED CRISIS PAST.

London, April 12.
Regarding the Anglo-French situation, a degree of tension still persists but Allied diplomats generally consider that all danger of a serious inter-Allied crisis has been dispelled.
It is reported that Lord Derby personally drafted the British Note, which Mr. Lloyd George approved early on Saturday, before his departure for San Remo. It is hinted that a personal interview between M. Cambon and Mr. Lloyd George would have facilitated progress, but this meeting was prevented.
A Paris message says M. Millerand has handed Lord Derby the French reply to the second British Note, which is believed to be most conciliatory and is expected to lead to happy results.

THE FRENCH ATTITUDE.

Paris, April 12.
It is understood that when the French evacuate Frankfurt and Darmstadt they will likewise withdraw from Homburg and Hanau. The German request for a three months' extension of the period in which they are allowed to begin disarming will be the first subject discussed at San Remo.
The French will endeavour to limit the occupation to towns on the Main and will be willing to withdraw their troops as soon as the German forces in the Ruhr region are normal.

M. MILLERAND'S VIEWS.

London, April 13.
M. Millerand, interviewed in Paris after his speech in the Chamber, again emphasised that the recent minor divergence in no wise affected the deep-rooted Anglo-French friendship. He pointed out that the French living on the left bank of the Rhine knew Germany intimately. He laid stress on the importance of a real Entente, especially at present, with a view to assuring full execution of the Treaty of Versailles and solving a number of overseas problems. France was ready to help Germany, but the latter must show a real willingness to carry out the Treaty. Hitherto she had done little respecting disarmament, the war criminals, coal, the surrender of guns, etc. Moreover, the militarist spirit still exists in Germany. He concluded that the question of the occupation of the German towns had been finally settled between the British and the French, adding that "no bad feeling remains. Lord Derby is resuming his seat at the Ambassadorial Conference. Unity is as complete as ever it was."

THE IRISH HUNGER-STRIKERS.

A GENERAL STRIKE ORDERED.

London, April 12.
The Executive of the Irish Trade Union Congress has called a general strike throughout Ireland for the 13th instant, except newspapers, telegraphs, food supply and humanitarian services, as a protest against the treatment of political prisoners, and demanding their release.

DISCUSSION IN HOUSE OF COMMONS.

London, April 13.
In the House of Commons, Mr. T. P. O'Connor emphasised the gravity of the condition of the hunger-striking at Mountjoy who should be treated as political prisoners. He declared that the present system of military repression in Ireland had failed. It had only driven the people to greater exasperation and revolt. He said that if the strikers died, the effect upon the already inflamed people would be deplorable.

Mr. Clynes, supporting, warned that there was a danger of Labour action in Ireland spreading to England.
Commander Bellairs pointed out that interned Bolsheviks in New York behaved similarly and the American Government pursued the same tactics as the British.

Mr. Yates pointed out that convictions in Ireland were unprocurable owing to the terrorism of witnesses.

The Irish Attorney General urged that the arrests were in accordance with the law, and the men were simply attempting suicide. Ameliorative treatment for convicted prisoners had been demanded, which Lord French had no power to give. Untried prisoners were treated under special rules, and they would certainly be tried if possible. But in this regard, he re-emphasised Mr. Yates' point. He defended the use of military, pointing out that 10,000 constabulary were no longer able to maintain order. By the use of military, large stores of explosives, which otherwise could not have been tackled, had been captured. Thus risings in different parts of the country were prevented.

Mr. Bonar Law re-emphasised that there was no possibility of a change in the decision of the Government, which must resist terrorism and arrest suspects. Any subsequent release because suicide was threatened would make the maintenance of law and order impossible. (Cheers).

ROME-TOKYO FLIGHT.

TWO AIRMEN SHOT DOWN.

London, April 12.
News received in Allahabad from Bagdad says two airmen flying from Rome to Tokyo report that Arabs machine-gunned and shot down two accompanying machines outside Aleppo. They kept the machines but allowed the occupants to return to Constantinople.

The airmen shot down were Captain Ranza and Lieutenant Marzari.

OBITUARY.

London, April 14.
The death is announced of the Most Rev. Dr. J. B. Crozier, Primate of Ireland.
The death is also announced of the Dowager Viscountess Wolsey.

REUTERS' TELEGRAMS.

TAXATION OF WAR WEALTH.

AIMING AT £500,000,000.

London, April 13.
The House of Commons Committee on the taxation of war wealth has resumed its sittings.
Sir John Anderson, the Chairman of the Inland Revenue Board, submitted three alternative schemes to meet the suggestion that a liberal abatement based on the amount of pre-war wealth should be allowed in order to cover savings and to recognise the diminished value of the pound, the duty under each scale to be limited in order not to reduce the post-war wealth. Under the first scale, which will affect 45,000 people, it is estimated to produce £45,000,000; the second scale, affecting 105,000 people, is estimated to yield £700,000,000; and the third scale, affecting 75,000 people, is estimated to yield £300,000,000. Sir John Anderson said that unless they could aim at a yield of £500,000,000, it would be questionable whether it was worth while facing the cost of the financial disturbance.

The Committee adjourned after Sir John Anderson promised to submit the result of an investigation into the effect of a levy on businesses.

THE U. S. RAILWAY STRIKE.

NO FEARS OF FAMINE IN NEW YORK.

New York, April 12.
While the railwaymen in the Middle West are returning to work, the strike has spread elsewhere. There are now 40,000 railwaymen out and several hundred thousand of other workers are consequently rendered idle.

Fears of a famine in New York have been allayed through the arrival of supplies. The hotels in New York are overcrowded with marooned passengers, many of whom are sleeping in improvised beds in the halls. The railway stations are also crowded with sleepers.

RUSSO-JAPANESE CONFLICT.

HEAVY CASUALTIES REPORTED.

London, April 12.
The Times Tokyo correspondent, writing on the 8th inst., says in fighting at Khabarovsk five Japanese officers and 79 men were killed. Four hundred Russians were killed and 1,500 taken prisoner.

ARREST OF BRITISH CORRESPONDENT.

INDEMNITY DEMANDED FROM GERMANY.

Berlin, April 12.
The British Charge d'Affaires has presented a note demanding an apology and indemnity for the arrest and maltreatment of Mr. Voigt, correspondent of the Manchester Guardian, at Essen.

TO-DAY'S CHINESE TELEGRAMS.

CHINA AND RUSSIA.

Shanghai, April 14.
On representations being made by the Educational Party for the recognition of the Russian Soviet Government, the Ministry for Foreign Affairs is preparing a circular notification explaining that as the expressions contained in the Russian Note are very obscure, and as no other Power has shown any inclination to recognise the Government, China should not be the first to take the step.

VLADIVOSTOK SITUATION.

Shanghai, April 14.
Li Ku-ngo, the Commissioner at Vladivostok, has wired that in view of the conflict between the Japanese and Russian troops, the Chinese troops should withdraw in order to avoid complications.

INTERNAL PEACE.

Shanghai, April 14.
The On Fook Club Party has strongly protested against the direct negotiation of peace between the Government and Shum Chun-hsun.

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

STUDENTS' STRIKE.

Shanghai, April 14.
The schools have closed here. The French Consul refuses to negotiate with the Students' Union whose offices are moving into Chinese territory.
A mass meeting and parade took place in the Chinese city this afternoon.

The Municipal schools in the International and French Settlements are not affected.

The French authorities have decided to allow the students union to remain in the Concession. 15,000 students paraded the Chinese city this afternoon. They were very orderly. The police watched girls and boys, students of all ages, carry banners denouncing the Peking government. Neither police nor soldiers bothered the paraders. There are no guards at the Settlement boundaries. Labourers generally are unacquainted with the strike but the leaders are working. The vague generalities of the strike platform seem likely to defeat its success.

(Other Telegrams on Pages 8 and 9.)

STRIKE NEWS.

PEAK TRAMWAY OFFICIAL INTERVIEWED.

INTERESTING STATEMENTS BY CANTON PAPER.

The engineers, brakemen, greasers and fitters have thrown in their lot with the fitters of other companies and gone on strike. Consequently, the Peak Tramway service was dislocated yesterday, and the tram did not begin to run to-day before 9 p.m. There was a slight accident yesterday, and, as a result, the cars on the Peak stopped running last evening at 7 o'clock. About fifteen feet of cable got coiled up and the service had to be stopped for the whole night. Owing to the strike of the men, the Peak Tramway Company has had to enlist the services of a few Servicemen, who are new to the work.

A gang of naval and military men were this morning at the Lower Station engaged in the repairs of the damaged part of the cable. The supervisor was of opinion that a resumption of the service could not be expected until the afternoon.

Up to the time of going to press, the trams had not resumed running, although it was expected that the service would again start at 4 p.m.

The residents of the Peak are exhorted to go home early, as communication with the Peak by the service will cease after 10 o'clock each night until further notice.

We interviewed Mr. D. E. Clark, of the Peak Tramway Company, this morning, and he informed us that twelve Servicemen have been put on the job of manning the engines. These were quite sufficient for the present, but the new draft was, of course, strange to the work, unlike the Chinese artisans who had gone on strike. He was confident that the Servicemen would soon get accustomed to the work. The number of fitters and others who had struck was about two dozen. They got the usual fitters' wages that were current in the Colony. There was no bonus distribution during Chinese New Year. The men only got their wages.

Mr. Clark, continuing, said: "Our engine drivers and brakemen wrote to us a few days before they went on strike that they did not like going on strike. They pointed out that being members of the Engineering Guild every one of them had to obey all orders and commands that might be issued from time to time. Disobedience would put them to serious trouble, and possibly danger. They were quite satisfied with their conditions, and being ex-fitters they had received an increase only recently. After I received that letter I expected that the men would go out. We told our drivers, but the engine drivers, that we would give them an increase according to the award."

"But why are you being guided by the Dock Companies, seeing that the Peak Tramway is a public utility concern?"

"It is usual. They employ a large number of fitters and Chinese workmen, and therefore they must settle the dispute."

"If the strike continues indefinitely what would you do?"

"In that case we should have to review the situation."

"You engage a very small number of fitters. Surely you are not bound to wait until the Dock Companies settle their differences with their men. This policy is very likely going to inconvenience the Peak people considerably. Could you not afford to pay your small band of strikers the increased demand without taking your lead from the Dockers?" asked the interviewer.

"We have told our men that we consider their demand unreasonable. We do not think that they are justified in asking for an increase of 40 per cent. They are justified in getting some increase but not 40 per cent. That is the whole point. We are prepared to consider some rise."

STATEMENT BY GUILD OFFICIAL.

We to-day sought the opinion of the Mechanics' Guild on the increase of 25 per cent. suggested by the Chairman of the Tramway Company. Whilst expressing the sympathy of the Guild with the official said that it would have been more equitable if it represented a permanent fixed increase. The inclusion of the bonus of 10 cents per day as a separate item of the increase must necessarily be insecure and may cease when it comes up for reconsideration on the date intimated by the Chairman of the Company. The cessation of this bonus would leave only an increase of some 15 per cent. all round.

Asked if he is willing to renew the discussion on the basis of this offer, the official said that the workmen have authorised their representatives to stand out for the 40 per cent. increase.

FROM THE EMPLOYERS' VIEWPOINT.

We were having a chat with a member of the staff of one of our Dock Companies yesterday and solicited his view of the strikers' attitude. He said that the statement that the fitters, who are asking for an increase of 40 per cent. in their wages, cannot ask out a decent living at the present time owing to the high cost of foodstuffs, was certainly not true. He proceeded to support that opinion by saying that for the last four years the work-shops at the Dock Companies have been busy night and day, and anyone interested in this, if he had gone along the Praya any night before the strike, would have seen numbers of launches carrying the workmen across for night work, bringing and taking them back every hour of the night. The demand for an increase of 40 per cent. was outrageous. The ordinary man in the street did not quite appreciate the situation. An average artisan during the last three or four years had never done so well in his life. He had made good money by working overtime. After a certain time these workmen got paid double for overtime. A 40 per cent. increase, if granted, would mean that the men would get 80 per cent. on overtime. "That would be nonsense," remarked the speaker. "They are making good money at present, without any increase."

The European staff, it was mentioned, have not received such a rise. There had been no general increase of pay for Europeans, but increases were given according to service only. The only thing the Europeans have enjoyed is a bonus. Both Docks have paid their assistants a bonus. The Hongkong and Whampoa Dock Company paid their European staff in 1915 a bonus of 10 per cent., the next year it was raised to 15 per cent., and last year to 20 per cent. "Of course, the Chinese workmen do not participate in these bonus distributions by the Dock Companies, but this is offset by the fact that the Chinese get paid for overtime, whereas the European staff do not receive overtime pay. They have to carry out their jobs. If a European comes to office on Sunday or has to return to his office at night to finish his job, he does not get double pay, as the Chinese do. The Chinese artisan is paid for every extra bit of work he does. When he works on double time he gets double pay."

SANITARY WORKERS' PETITION.

We understand that the fitters and artisans employed by the Sanitary Department, numbering over two hundred, have sent in a petition for more pay. These men are employed in the disinfecting stations. Should their demands not meet with due consideration, it is rumoured that they will come out and may influence the coolies in these stations, who total several hundred, to do likewise. We learn that the petition is receiving the consideration of the Government.

STRIKERS GET WORK IN CANTON.

The Canton Times of to-day has the following:

TO-DAY'S EXCHANGE.

The closing rate of the dollar on demand, to-day was \$4.71 1/2.

THE WEATHER.

Temperature 3 p.m. — 65
Humidity 2 p.m. — 92.

"Five thousand mechanics from Hongkong have come to Canton. Five hundred of them are staying at the headquarters of the Mechanics Union; some are visiting their friends and relatives in the country, and others have already found employment in the many workshops and factories in the city."

"The cause of the Hongkong mechanics leaving their work, as everyone knows, is due to the men demanding an increase of wages, that is a forty per cent. rise for all grades. The demand is based upon the following reasons, so far as we can gather from the Mechanics Union:—The cost of living in Hongkong has risen to such an extent that it is impossible for the men to live, and to provide a margin for contingencies and debts. From our knowledge, the increase in the cost of living in Hongkong has gone up at least forty per cent. of what it used to be; for example, the high prices of rice prevailing and the high rentals in Hongkong. It is argued that for the last ten years the men in the three Hongkong docks have not received any increase in their wages, while the foreign staff have had their salaries increased from twenty to thirty per cent., besides being allowed quarters free and provided with a Provident Fund. None of these advantages go to the Chinese mechanics, although they have undoubtedly been the means to improve the profits of the employers and the general improvement of the conditions of the foreign staff."

"The authorities of the dock companies are reported to have agreed to give the men a thirty per cent. increase for the fitters and twenty per cent. for the foremen. The strikers insisted, however, on having a forty per cent. increase all round, which their employers could not see their way to complying with. From a former executive member of the Mechanics Union we learn that the men would agree to a forty per cent. increase to the foremen, but they would not consent to any other terms but these, and they would stand firm, as they feel that they are in a position to compel the employers to agree to them."

"The Mechanics Union is, we understand, backed up by local guilds with subscriptions. It is also receiving financial help from the Chinese Engineers' Institute in Hongkong, affiliated associations in Singapore, Tongking and other ports. The Union has seventy thousand dollars as a reserve fund providing for a contingency of this kind, and is disposed to use this money to assist the strikers in obtaining their demands."

"That there is ample employment for the men out on strike is confirmed by the report that many are now being employed in the following places:—The Canton Silk Factory, Engineering shops, Motor, Engine Builders, New Dock Company, New Motor Company, the Oxacetylene Welding Company, the Samsui-Fatshan and Canton-Hankow Railways. Agents from factories and engineering works at Fatshan have come to offer employment to the strikers, and we believe that many will avail of it, as the wages are reasonable and the conditions are attractive inasmuch as the men will enter on a profit-sharing basis, which is so common and found to work so successfully with all Chinese industries."

"It would seem from the attitude of the men that the strike will be prolonged for several months unless"

(Continued on Page 12)

NOTICES.

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EARLIER TELEGRAMS.

(Continued from page 2.)

THE AFGHAN TROUBLE.

London, April 12.

The Secretary of State for India announces that one of the terms of the Treaty of Peace with Afghanistan of 5th August provided that if the Afghans proved that they were sincerely anxious to regain British friendship the latter were prepared to receive another Afghan mission after six months with a view to re-establishing a satisfactory friendship. Since then Afghan politics had been obscure and there had been little proof of a real wish by the Afghan Government to cultivate friendship. However, discussions between the representatives of the two Governments, with the limited object of clearing up misunderstandings, frankly examining any obstacles lying in the way of good relations and preparing the foundation on which negotiations for a Treaty of Friendship can be opened later, are about to be held at Mussoorie. The conversations will be purely preliminary and informal.

Mr. Dobbs, Foreign Secretary to the Government of India, is heading the British delegation.

EGYPTIAN SITUATION.

London, April 12.

It is authoritatively believed the situation in Egypt is clearing up. Apparently intensive political action is exhausted and Egyptians are facing the question of what advantages they have gained. Both Egyptians and foreigners realise how wise and far seeing Allenby's policy has been in unostentatiously quelling the disturbances and enforcing martial law so discreetly. Influential native landowners all over the country were getting restive under the supervision of politicians and asking what harm the English had done Egypt. They are now admitting the only hope of justice is through the English. Moreover the strong line taken by the Allies at Constantinople has been a calming influence and finally the European powers must recognise the need to get down to a practical business basis, recognising the material betterment of the people must be the chief concern of all involved.

APPRECIATION OF THE MARK.

London, April 12.

The movements of the German mark are exciting interest in the city where it has appreciated from 277 the pound sterling to 217 in the past week. Dealers in exchange opine that the movement is due to political reasons rather than to an improvement in the German economic position. It is therefore regarded as only a temporary improvement by a city authority, who says it is common knowledge that the British Government has assured Germany that it favours a more liberal policy as regards the supply of raw materials for industries. Factors against the maintenance of any appreciable improvement are the banks of northern Europe which are bulging with marks and the inflation of the currency is proceeding unchecked. Paper money circulating has doubled within twelve months.

FOREIGN EXCHANGE.

London, April 12.

In the House of Commons on the Civil Service estimates Mr. Hopkins drew attention to the foreign exchange value of sterling and suggested the factoring of importations. Mr. Baldwin, for the Treasury, emphasised that recovery from the present financial malady was bound to be slow and costly. He agreed that increased taxation was desirable but pointed out that the tax interference with currency matters the better. Great deference must be paid to the actual revenue balance with expenditure on other efforts to improve the state of the currency would be of the slightest use. He pointed out that the British exchange position had greatly improved and emphasised that financial stability was only achievable by economy and increased production of necessities.

IRISH POLITICAL PRISONERS.

London, April 12.

In the House of Commons the Attorney General for Ireland made a statement respecting the prisoners hunger striking in Mount Joy Gaol. The latest news was that the condition of the hunger strikers was weak. Some were nearing the danger zone. The hunger strikers were eighty-nine in number. The total of so-called political prisoners was 151 and the number under sentence seventy. Those detained, including those awaiting trial, were eighty-one. The hunger strikers included a number of men convicted before an ordinary jury. All these hunger strikers were forewarned of the consequences of persisting in their conduct. He mentioned that a similar recent strike at Wormwood Scrubs was abandoned.

OVERSEAS TRADE.

London, April 12.

The House of Commons agreed to the government resolution in favour of authorising government credits not exceeding £20,000,000 to re-establish overseas trade. Mr. Bridgeman said it was desired to help countries crushed by the war. British trade would benefit and we would be able to extend our trade interests in various countries. He pointed out that the United States had made a similar provision of \$1,000,000,000. Credits will be limited to British firms and business be done through big banks. Hitherto only a small sum has been advanced, mainly in respect of textiles, iron, steel, rubber, leather and electrical goods.

FRENCH DEVELOPMENT.

London, April 12.

Drastic curtailment in the French claims in Asia Minor are foreshadowed. It is understood France was seeking regions where cultural and economic development was possible without military occupation. She is now looking to China for which M. Painlevé is leaving.

PRINCE CAROL OF ROMANIA.

Colombo, April 12.

Prince Carol of Rumania has arrived to spend a week in Ceylon before proceeding to India.

FROM THE PULPIT.

A WELCOME REASSURANCE.

Notes of a sermon by the Rev. J. Kirk Macdonald at Union Church on Sunday morning.

"The Lord will not cast off for ever. For though He cause grief yet will He have compassion according to the multitude of His mercies. For He doth not afflict willingly, nor grieve the children of men."—Lamentations 3:31-33.

"He doth not afflict willingly." Strange though it may sound to Christian ears, God has been conceived as one who can find pleasure in the suffering of His creatures, indeed similar conceptions pervade heathen religions to this day. Ancient Israel was like an island in an ocean of degraded heathenism, and the prophets were like the granite cliffs keeping back the tides which threatened to submerge. Constant are the protests of these men of rock that God is not gratified by hecatombs of slain creatures, nor by self-inflicted mortifications. Reported are their assurances that He is swift to mark iniquity, that He takes no pleasure in the death of a sinner, but is slow to anger and delights in exercising mercy.

This book called "Lamentations" is the lament of Judah in desolation and subjection. It seemed as if she was utterly rejected, given over to chastisement which know no term. Men in such a case seem to themselves to be in the hand of an arbitrary power, which, if not merely indifferent to their sufferings, finds satisfaction in them. A strange conception truly of Divinity, but with this to excuse it, that human nature, alas, is capable of such perverted feelings. The power to punish unchecked and irresponsibly is never safe in human hands, for it is sure to produce tyranny. Indeed, the very history of the word tells the tale, for at first it was innocent enough, the "tyrant" being just an absolute monarch or irresponsible magistrate from whose decisions there lay no appeal. These tremendous powers were sometimes used beneficently but they are too dangerous to entrust to the hands of men except in some passing emergency.

Lincoln expressed the truth of the matter for all times in his argument against slave owning. "No man," said he, "is good enough to exercise uncontrolled authority over any other man." There is in fact something of corruption about the possession of irresponsible power. Those who are under it may in some cases be better off than if left to themselves, but what of the future, and what, more than all, of the condition of servitude itself under which no man can ever learn to be a man? There were undoubtedly in many a Southern household troops of care-free, comfortable slaves, far better off materially than either in their native Africa or turned loose on the American labour market, but that did not settle the case.

The same argument is used here in China with respect to child slavery. No one disputes that some may be better fed, clothed and cared for away from their parents' homes. But neither, unfortunately, is it to be doubted that many are beaten, abused, overworked. If slavery, in the strict legal sense, means a state of absolute chattelhood, under which one human being is owned by another exactly as a dog or a piece of furniture is, then it may be correct to say there are no slaves in China. But everyone knows there are children and young girls living under the practically irresponsible authority of private persons or families, and slavery is at any rate the nearest word in English speech to describe their condition. The point is not what percentage of them may be well treated or otherwise, but that their welfare ought not to be dependent on the conscience, the caprice of those who are over them. There can, no doubt, be tyranny in a child's own home, but at least it occurs there under the laws of nature, and there is always some amount of parental feeling to modify it.

What do I think ought to be done about it? Well, sweeping interference with inveterate customs is apt to defeat its own ends, but there should at any rate be a strict system of registration and inspection, and most especially every means should be taken to raise the tone of public opinion in China, where, as all over the East, human life and liberty are held too cheap, and will be until the East learns in Jesus Christ the infinite value of every child of man.

(Continued on Page 6.)

NOTICES.

IRRESISTIBLE!

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DEAL IN FURS.

CANTON FIRM SUE.

At the Summary Court this morning, before Mr. Justice J.R. Wood, Puisne Judge, the Tak Shing Loong firm of 15, Landale Street, Wanchai, brought an action against Messrs. Nordish Fjerfabrick, Ltd., carrying on business at the Shameen, Canton, and having their godowns at 101, Praya East, Hongkong.

The plaintiffs claimed the sum of \$600, being money wrongfully deducted by the defendants from the plaintiff's account on February 2nd but they also claimed the costs of the action.

Mr. T. Rowan appeared for the plaintiffs and Mr. M.H. Turner for the defendants.

Mr. Rowan asked for leave to amend the writ by adding that in the alternative the plaintiff claims \$600, being the balance of the price of goods sold and delivered.

Mr. Turner:—This is rather a short notice, my Lord. I do not know whether there is any catch in it. The question is whether or not this money is owing from the defendants to the plaintiffs. If you put it that way, I have no objection. I think we would fight it out on those terms.

Mr. Rowan:—The defendants on 9th January, 1920, gave an order to the plaintiffs for certain furs or skins. The furs in question were duly delivered to the defendants on January 29th and we held a receipt. The agreed price was \$2,222, less two per cent, making a sum of \$2,177.56 agreed price. The plaintiffs applied for the payment of this sum on January 23rd. The order was given in Hongkong, and the goods were delivered in Hongkong. The demand for payment was made in Canton. There was a dispute inasmuch as the defendant refused to pay the total amount and claimed the right to deduct \$600. Heated argument occurred between the plaintiffs and defendants. In the end the plaintiffs agreed to accept a sum of \$2,177, less \$600, provided defendants gave them a receipt for the \$600. The defendants refused to give anything in this nature. This was the only transaction.

Mr. Turner interrupted and contended that this was not the first transaction. There have been dealings with a broker.

Mr. Rowan said the broker referred to by Mr. Turner was a man named Shan Teung, who was not a broker. He was a purchasing agent of the Company. The transaction referred to by Mr. Turner was one between the plaintiff and Shan Teung, who was now deceased. This was the first transaction the plaintiff had with the defendants direct.

The case is proceeding.

FOOTBALL.

NAVY & ARMY.

The football season will be concluded on Saturday next, the 17th inst., with a very interesting match, strong sides representing the Army and Navy being selected. The new drafts recently arrived in the Colony contain many footballers and some have very good reputations.

The Army team is being selected from the R.G.A. Wills, A.S.C. Royal Engineers, and Staffs and Depots, and probable starters will be the Wills, goalkeepers; Meenham, centre-forward; Amor, outside right; Townsend, R.E., inside forward; and Bondr. Watson, forward; the latter having played in Hongkong in the seasons 1914-15-16 before going on active service.

The Navy have the nucleus of a good side in the following players: Crocher and Hayward, goal keepers; Ames, back; Niles, halfback; Innes and Handford forwards. Graydon, unfortunately, may not be available and if unable to turn out, his place will be taken by Mathews, centre-forward. Several new men with big reputations have arrived in the Colony on board the Tifania and her convoy, and practice matches have already been played with the idea of finding the new stars.

Both sides will be strong and probably will be the best service teams seen in the Colony for several years. A fine game of football is assured, the match being played on the Club ground, kick-off at 4.30 p.m.

Mr. Langford, R.W. will be the official in charge of the game.

QUIZ.

MERCHANT MARINE.

CHINA COAST CHANGES.

Captain F. Newcomb, of the Woonung, is on leave.

Captain J. Meathrel, from reserve, has gone master, Woonung. Mr. R. F. Sheel, from reserve, has gone chief officer, Sunning. Mr. G. McAdam, from reserve, has gone chief officer, Hsin Peking.

Mr. J. M. Clare, chief officer, Hsin Peking, has gone acting master, Chihli.

Mr. D. Warden, chief engineer, Woonung, is on reserve.

Mr. D. S. Barclay, from leave, has gone chief engineer, Woonung.

Mr. A. L. Struthers, chief engineer, Paoting, is on reserve.

Mr. W. Jack, from reserve, has gone chief engineer, Paoting.

Mr. T. R. Pringle, third engineer, Ngankin, is on leave.

Mr. H. Goerge, from reserve, has gone chief engineer, Shuntien.

Mr. A. Kerr, chief engineer, Shuntien, is on leave.

Mr. W. R. Williams, acting master, Tuckwa, has gone chief officer, same ship.

Mr. E. V. Bishop, acting chief officer, Tuckwa, is on reserve.

Captain C. Campbell, from leave, has gone master, Tuckwa.

Captain A. S. Woodget, of the Kwongsang, has gone master, Luenho.

Mr. J. Gray, acting master, Luenho, is on reserve.

Mr. B. E. Bidwell, supernumerary second officer, Choyang, has gone second officer, Waishing.

Mr. A. F. Cooke, second officer, Waishing, has resigned.

Mr. J. Stalker, from leave, has gone acting chief engineer, Hangsang.

Mr. A. Turnbull, chief engineer, Hangsang, has gone chief engineer, Waishing.

Mr. E. Drury, chief engineer, Waishing, is on reserve.

Mr. G. Wilson has been appointed second officer, Taishun.

Mr. A. G. Simpson has been appointed third engineer, Kwang-tah.

Mr. U. Bettison, chief officer, Tseangtab, has gone acting master, same ship.

Captain O. C. Blown, of the Tseangtab, is on leave.

Mr. N. Leashin, second officer, Burrembeet, has resigned.

Mr. N. Kernsky has been appointed second officer, Burrembeet.

Mr. T. Ozier has signed on chief officer, Nancy Moller.

Mr. N. Potoloff has signed on second officer, Nancy Moller.

Captain C. Salgster, of the Wollowra, has gone master, Nancy Moller.

Mr. P. L. Smith, from leave, has gone chief engineer, Kwang-ping, Shanghai and Engineering.

PARENTS DISAPPOINTED

WHEN GIRLS DO NOT THRIVE.

In the matter of health and progress boys usually cause more worry than girls to parents, during the first ten years of life. Then things are reversed, as is apparent in almost any family.

As soon as they begin to enter their teens girls too often prove a disappointment as well as a worry to parents. Perhaps they are growing too fast, or lessons exhaust them. They turn peevish and irritable, become pale, thin and sickly; always seem to be ailing and likely to go into a decline.

A wise mother recognizes these signs of anaemia. "Too little blood," she says to herself, "and blood that is as thin and pale as the girl herself." There's the cause of weakness and arrested development. The ailing, anemic girl must have new, healthy blood and Dr. Williams' pink pills supply that need, as is well known by great numbers. As the new, rich blood made by Dr. Williams' pink pills nourishes every part of the system, so bloodless girls and young women become brighter. They regain their colour and charm, their eyes have the sparkle of health, they are no longer breathless and thin, but hearty and full of life. One of the earliest signs of this improvement is a keen appetite for meals and ability to digest food.

What has been done in countless cases of the kind in England, Canada, America, Australia, South Africa and other countries by Dr. Williams' pink pills can also be done for you and yours. The time to begin is now. Drug-gists everywhere sell Dr. Williams' pink pills; also post-free, at \$1.50 the bottle, \$3 for six, from Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

A postcard request will bring you a helpful booklet, "Plain Talks to Women," free.

NOTICE.

UNIVERSITY OF HONGKONG.

Matriculation, Senior and Junior Local Examinations.

NOTICE IS HEREBY GIVEN that these examinations will commence on MONDAY, July 12th, 1920.

Forms of entry and all particulars can be obtained on application to the Registrar, The University, Hongkong.

Each entry form, duly filled in, must reach the Registrar, together with the fee (Ten dollars, Hongkong Currency) on or before 3rd May, 1920.

The following Scholarships will be awarded on the results of the Matriculation Examination, provided that candidates of sufficient merit offer themselves.

(a) One King Edward VII Scholarship of £10 a year, for five years, tenable in any Faculty. A candidate for this Scholarship must be under the age of 21 on July 1st and must, before the first day of the examination, submit to the Registrar proof that he is a British subject.

(b) One President's Scholarship of four hundred dollars (Peking Currency) for five years, tenable in any Faculty. A candidate for this scholarship must be under the age of 21 years on July 1st and must, before the first day of the examination, submit to the Registrar proof that he is the son of Chinese parents; that he was not born in any British Possession or Protectorate; that he has not adopted any foreign nationality; and that he is not eligible to compete for a King Edward VII Scholarship.

Candidates who secure a King Edward VII or President's Scholarship must enter the University on the day on which the University session opens and must reside in one of the hostels directly managed by the University.

The examinations will be conducted according to the "Regulations for the Senior and Junior Local Examinations and for the Matriculation Examination 1920."

N. TEESDALE MACKINTOSH, Registrar.

Hongkong, 7th April, 1920.

THE EAST ASIATIC CO. LTD.

NOTICE TO CONSIGNEES.

From SCANDINAVIA

The Motorship "SIAM"

having arrived from the above ports on the 15th April, 1920, consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co. Ltd., whence, and/or from the wharves, delivery may be obtained.

Consignees will be required to sign General Average Bond and pay General Average Deposit of 10% of the value of their cargo prior to obtaining delivery.

Goods not cleared by the 22nd April, 1920, will be subject to rent.

All broken, chafed, and damaged packages are to be left in the godowns where they will be examined on the 21st April, 1920, at 10 a.m.

Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

"Bills of Lading will be countersigned by

MESSRS. THORESEN & CO Agents.

Hongkong, 15th April, 1920.

CRICKET.

I.R.C. v. C.S.C.C.

The following will represent the I.R.C. in a friendly match against the C.S.C.C. on the former's ground on Saturday at 2.1 p.m.:

A. el Arculli, G.C. Eard S.H. Ismail, S.D. Ismail, N.B. Bux, S.M. Moosa, R. Nazarin, J.R.M. Samy, O. Rumjahn, C. Ismail, and B.A. Hyder.

NEW ADVERTISEMENTS.

THEATRE ROYAL.



Commencing

MONDAY,

April 26th,

REYNOLDS DENNISTON, LTD.

"UP IN MABEL'S ROOM."

Plans open at MOUTRIE'S on 17th April, for the first 6 nights of the Season.

Tel. 527.

Prices: \$1, \$3 & \$1.

NOTICE.

We have this day established ourselves under the style of K. KIMURA & Co., as General Merchants, Coal Contractors and Shipping Agents, at No. 2, Connaught Road Central, Telephone No. 3530.

K. KIMURA & CO. Hongkong, 15th April, 1920.

NOTICE.

The interest and responsibility of Mr. John Whyte Cooper Bonnar in our Firm ceased on 31st March, 1920.

GIBB, LIVINGSTON & CO. Hongkong, 12th April, 1920.

NOTICE.

HONGKONG GENERAL CHAMBER OF COMMERCE.

PROPOSED AVIATION CLUB FOR HONGKONG.

A Meeting will be held in connection with the above at the Chamber of Commerce Room, Chartered Bank Building, on Tuesday, 20th April, at 4 p.m.

The Meeting is not confined to members of the Chamber and anyone interested in Aviation matters is specially welcome.

By Order, **E. A. M. WILLIAMS,** Secretary.

Hongkong, 12th April, 1920.

PUBLIC AUCTIONS.

THE Undersigned have received instructions from Messrs. Thoresen & Co. to sell by Public Auction on

Tuesday, the 18th May, 1920, commencing at 3 p.m. at their Sale Rooms, Duddell Street.

The Steamer "DAGMAR"

is she now lies in the Menam River, Bangkok, with all her machinery, gear and appurtenances.

1457 tons gross Reg. 921 tons net Reg. 1820 tons deadweight capacity on 17 feet mean draft. Speed 10 knots.

This steamer went ashore in the Gulf of Siam, was wrecked, and towed to Bangkok, where she was dry-docked and patched up.

Inspection orders on application to the East Asiatic Co. Ltd., Bangkok.

The steamer to be at purchasers' risk after fall of hammer, when purchase money is to be paid.

For full particulars apply to **LAMMERT BROS.,** Auctioneers.

or **MESSRS. THORESEN & CO.** Hongkong.

THE Undersigned have received instructions to sell by Public Auction on

Friday, the 16th April, 1920, commencing at 2.45 p.m. at "Glenthorne," Kimberley Road, Kowloon.

A quantity of Valuable Household Furniture.

(Full particulars from catalogue) On view from Thursday, the 5th inst.

Terms: Cash on delivery. **LAMMERT BROS.,** Auctioneers.

NOTICE.

HONGKONG GYMKHANA CLUB.

The 2nd GYMKHANA MEETING OF THE SEASON will be held at HAPPY VALLEY on SATURDAY, the 17th instant commencing at 3.30 p.m.

The Charge of Admission will be \$1.00 for others than Members of the Hongkong Jockey Club or Gymkhana Club.

Soldiers and Sailors in uniform: Half Price.

The Committee invite the Ladies of Hongkong to be present Hongkong, 9th April, 1920.

NOTICE.

THE NATIONAL BENEFIT ASSURANCE CO. LTD.

(Incorporated in England)

Having been appointed Fire and Marine Underwriting Agents to the above Company we are prepared to issue Policies at current rates.

UNION TRADING CO., Prince's Buildings Hongkong, 10th April, 1920.

NOTICE.

REPULSE BAY HOTEL.

WEDNESDAY, April 14th.—TEA DANCING From 4 to 7 p.m. DINNER DANCE From 8 p.m.

SATURDAY, April 17th.—TEA DANCING From 4 to 7 p.m. DINNER DANCE From 8 p.m.

SUNDAY, April 18th.—ORCHESTRAL CONCERTS DURING Tiffin and AFTER-NOON TEA.

NOTICE.

CONSTITUTIONAL REFORM ASSOCIATION OF HONGKONG.

The Third Annual General Meeting of the above Association will be held at the City Hall, on Thursday the 15th of April, 1920, at 5.30 p.m., for the following purposes:—

To receive the Report of the Committee and Statement of Accounts to 31st December, 1919.

To elect the Officers and Committee for the ensuing year.

H. B. L. DOWBIGGIN, Hon. Secretary.

Hongkong, 7th April, 1920.

NOTICE.

DOUGLAS STEAMSHIP CO. LIMITED.

An Interim Dividend of \$1.00 per share has been declared and will be payable on the 15th of April 1920.

The Transfer Books of the Company will be closed from the 7th April to the 14th of April, both days inclusive, during which time no Transfer of shares can be registered.

DOUGLAS LAFRAIK & CO. General Managers, Douglas Steamship Co., Ltd. Hongkong, 30th March, 1920.

ADVERTISE YOUR WANTS.

WHAT YOU WANT SOMEONE HAS—WHAT YOU DON'T WANT SOMEONE ELSE DOES.

ONE CENT PER WORD PER INSERTION

Two Cents if not Prepaid.

A SMALL ADVERTISEMENT IN THESE COLUMNS WILL BE PRODUCTIVE OF MANY ENQUIRIES

REPLIES AWAIT BOX No. —

WANTED.

WANTED.—Services of Nurse on Peak. Reply stating salary expected, under Box No. 341 c/o "Hongkong Telegraph."

FOR SALE.

FOR SALE.—One Cole Aero-Eight 7 passenger Touring Car. 1918 model little used, fitted with wire wheels, complete with spare wheel, tyre and tube, front bumper, Boyce motor meter & cushion covers. Any reasonable offer accepted. Apply: Shewan Thomas & Co., Garage, 7 Russell Street, Telephone 659.

TO BE LET.

TO LET.—No. 12 Broadwood Road, 4 rooms etc. (furnished) from 5th May to 31st December next. Apply to Linstead & Davis.

LOST.

LOST. Stolen or gone astray in Kowloon one Bull Bitch, lemon and white. Answers to the name of Beauty. Finder please return to J. M. A. Remedios, Old Supreme Court Building or No. 3, Ormsby Villas, Kowloon.

NOTICE.

THE INDO CHINA STEAM NAVIGATION CO. LTD.

The Directors of the above Company have declared an Interim Dividend of 3 (equal to 3% per share) on the Preferred Ordinary Shares and 6 (equal to 6% per share) on the Deferred Ordinary Shares.

Dividends for Shareholders on the Colonial Register are free of Income Tax and will be paid at the rate of 4.10% per dollar.

Dividend Warrants will be obtainable on and after Monday 3rd May, 1920 at the Company's Office.

Transfer Books of the Company will be closed from Monday 26th April to Monday 3rd May both days inclusive.

JARDINE, MATHESON & CO. LTD. General Managers. Hongkong, 7th April, 1920.

NOTICE.

Re Estate of the Late R.J. White Chinese M. Customs, Canton.

NOTICE is hereby given that any persons having claims against the Estate of the late R.J. White, who died at Shanheem, Canton, on the 23rd of February last, 1920 are required to send particulars of such claims to the undersigned before the 1st of May 1920, and all persons indebted to the said estate are required to make payment before the aforementioned date.

No Claim will be met after the 30th April 1920.

J. A. BULLIN, Power of attorney for Mrs. A. M. White, c/o The Dairy Farm, Ice & Cold Storage Co., Ltd. Shamshien, Canton.

NOTICE.

It is hereby notified that on the 20th April, instant, at the Treasury of Macao at 3 P.M. there will be received Tenders for Monopoly of Opium for the period commencing from 1st August, 1920 to 31st July, 1923—Upset bidding starts from \$5,841,500.00.

In event of first bidding being withdrawn, a second will take place thirty days afterwards.

All the terms and conditions for the Tender can be obtained at the Consulate-General of Portugal in Hongkong.

Treasurer's Office of Macao, 3rd April, 1920.

(Signed) **PLINIO TINOCO,** Treasurer.

NOTICE.

Wm. POWELL LTD.

NOTICE is hereby given that the Nineteenth ordinary General Meeting of Shareholders in the above Company will be held at the Company's offices on Monday April 19th, 1920, at 12 o'clock, Noon, for the purpose of receiving the report of the Directors and Statement of Accounts to the 29th February 1920.

The Transfer Books of the Company will be closed from the 9th April to the 19th April 1920, both days inclusive.

By order of the Board of Directors, **HARRY EYRE,** Acting Secretary.

NOTICE.

THE HONGKONG TUTORIAL & EDUCATIONAL INSTITUTE

43, Bonham Road, Opposite the University, Tel. No. 732. P.O. Box, 593. Principal

JOHN P. JONES, B.Sc., M.E. M.D. The Institute affords Special Preparation (Class and Private, Day and Evening, Oral and Correspondence) for University Matriculation and Degree Examinations.

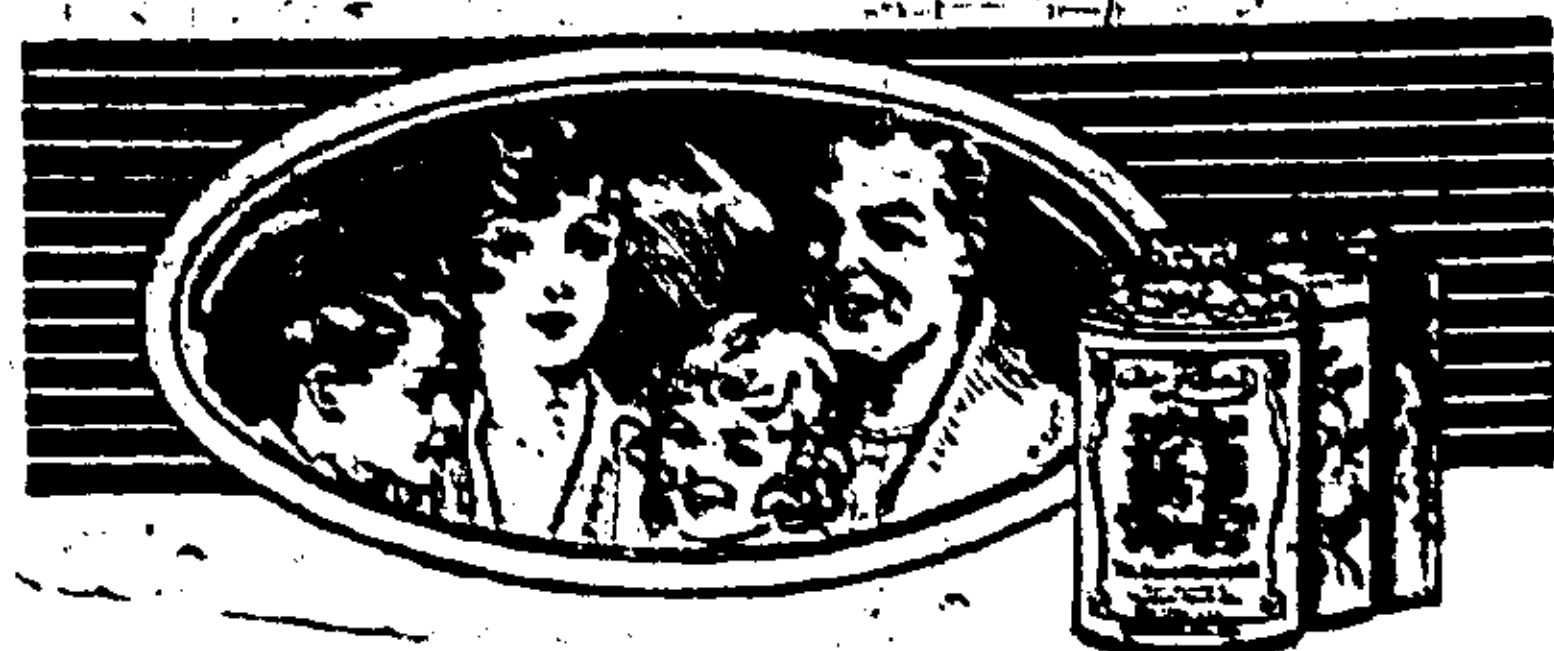
New Session has now commenced. Tutorial Classes are being conducted in English, Mathematics, Trigonometry, Mechanics, Physics, Chemistry, History, Geography, Latin and French, for Hongkong University July Examinations.

Private Tuition can also be had in these subjects. Prospectus on application.

NOTICE.

KOWLOON BOWLING GREEN CLUB.

The Annual General Meeting, will be held in the Club House on



AIR-FLOAT

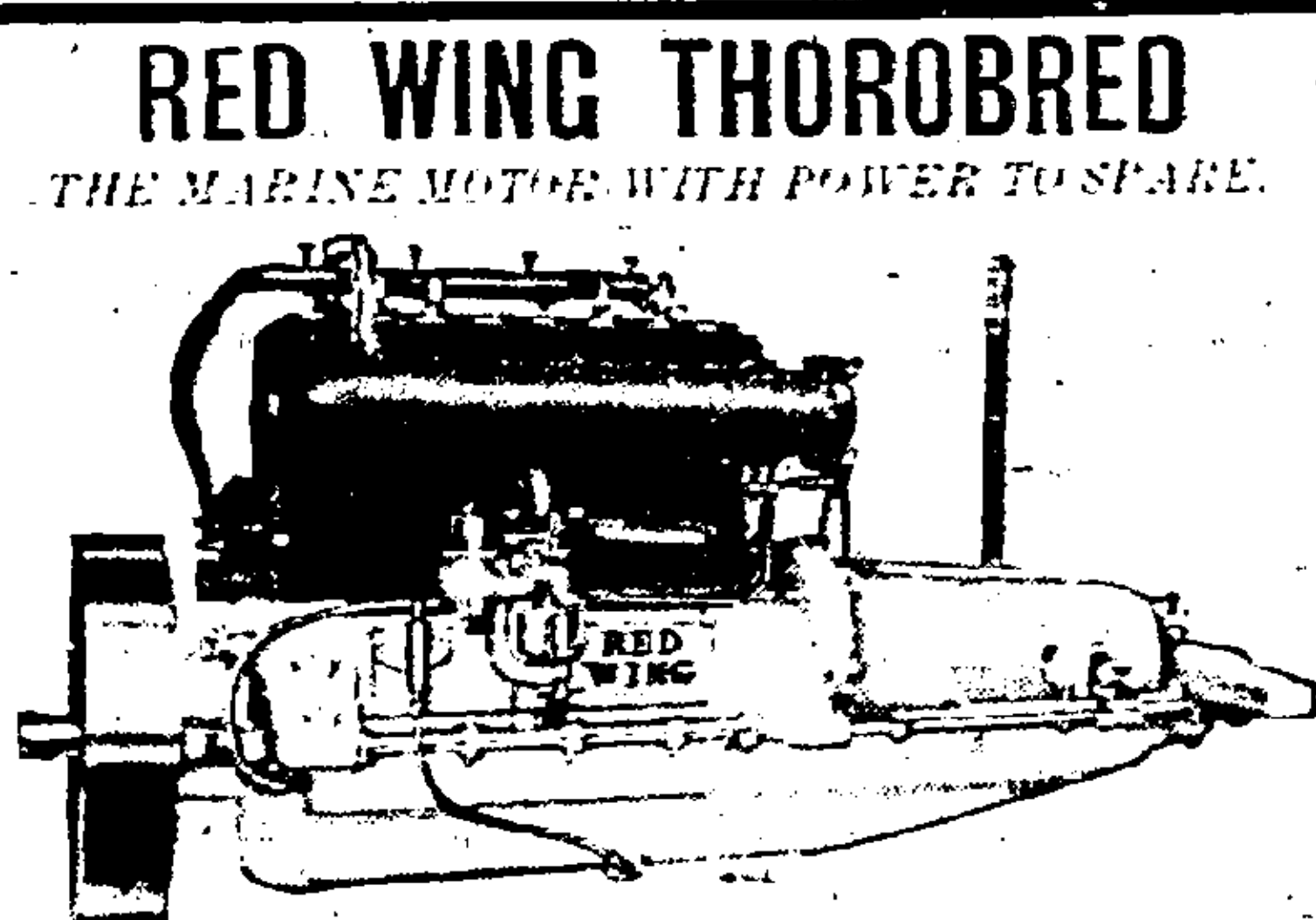
TALCUM POWDER.

THE TOILET ARISTOCRAT.

If your dealer cannot supply you with "AIR-FLOAT" send us his name and we will see your wants are immediately filled.

CONNELL BROS. CO.

SHANGHAI HONGKONG
SOLE AGENTS FOR CHINA.



GENERAL DESCRIPTION

THIS motor is a four cycle, four cylinder L head type motor. In general appearance it is compact and clean cut, yet there has been incorporated the greater degree of accessibility for such adjustments as daily service requires. Careful design and manufacture under the most rigid system of inspection and final test ensures a motor of extreme refinement that is quiet, smooth running and powerful with the added and very important feature of economy of operation. The large valves, free intake and exhaust passages are carefully balanced and light weight reciprocating parts make this motor unusually powerful at the slower speeds as well as the higher speeds up to 1400 R.P.M. There is no unpleasant vibration at the high speeds.

In order that this motor shall stand up and have endurance under severe conditions, there have been provided liberal proportions of such features as bearing area, water jacket volume and connecting rod and crank shaft strength. Lubrication is direct and positive. The use of accurately graduated, helical timing gears and entirely enclosed and lubricated push rods, valve springs, etc., make this motor one of unusual silence in operation.

4 Models in Stock—14 to 40 Horse Power.

Price from \$725 to \$1,000.

SHEWAN TOMES & CO.,

MOTOR DEPARTMENT.
GARAGE: NO. 7, RUSSELL STREET. PHONE 659.

CONSIGNEES

NOTICE TO CONSIGNEES.

S.S. "WEST HIKU."

From LOS ANGELES via
JAPAN PORTS & SHANGHAI.

The above-mentioned vessel having arrived from the above-mentioned ports, Consignees of Cargo are hereby informed that their cargo will be landed at their risk into the Hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Consignees risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports Hongkong before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on Wednesday morning, April 21st, 1920.

All claims must be presented within a week of the steamers arrival here, after which they cannot be recognized.

No claim will be admitted after the goods have left the Godowns and all goods remaining undelivered after April 21st, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for Counter-signature immediately.

LOS ANGELES PACIFIC
NAVIGATION CO.

AS OPERATORS: U.S. SHIPPING
BOARD.

Hongkong April 14th, 1920.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

From EUROPE and STRAITS.

THE Company's Steamship
"TOYOOKA MARU."

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon 10-day.

Goods not cleared by the 20th April, 1920, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co's representatives at an appointed hour on Tuesday & Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.
Agents.

Hongkong, 14th April, 1920.

CONSIGNEES

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.
Consignees per Co.'s Steamer
"TELEMACHUS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk. The Cargo will be ready for delivery from Godown on and after 13th April.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 19th April, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 3rd May, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE.
Agents.

Hongkong, 13th April, 1920.

FROM THE PULPIT.

(Continued from Page 4.)

"None is good save one, that is God." The authority which we cannot entrust to one another or could dare to assume ourselves, is His by prerogative. He doth according to His will among the inhabitants of the earth and the armies of the sky, and none can stay His hand, or say unto Him, What doest thou? Nothing therefore can be of greater consequence to us than to know that the Power which is over us is also goodness.

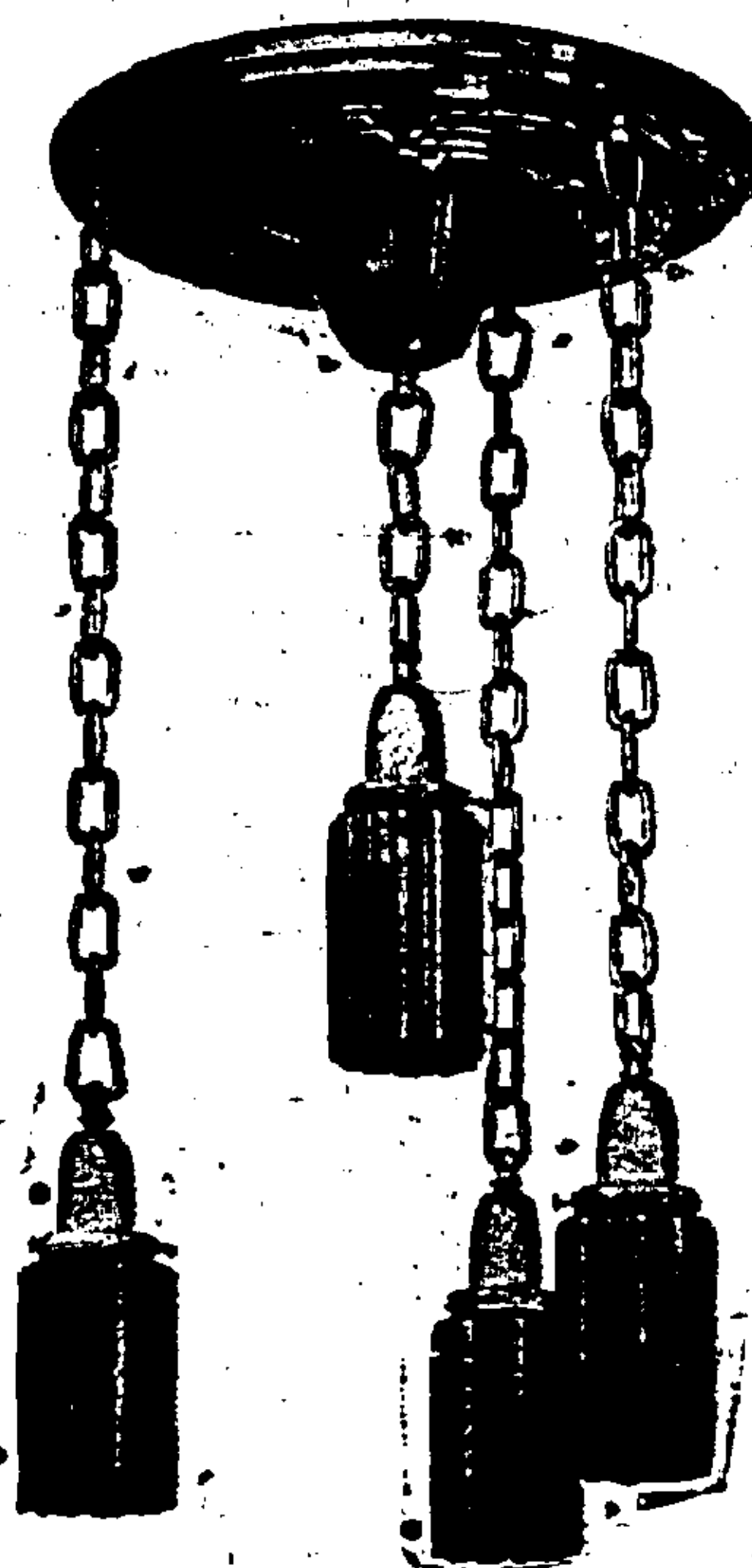
Man cannot go on worshipping mere omnipotence, save in an abject way. The religion of fear is all that the greater part of mankind possesses, even to this day, and its main object is to deprecate wrath, as if we were under a tyranny which misuses its power. Also we come up against a class of facts in life which appear almost to suggest a certain spitefulness at work in the scheme of things. The late war, for instance, presented that aspect to many. Had it come at some other time they would have thought it less inopportune but all seemed so right with the world just then—trade booming, wealth increasing, invention forging ahead, intercommunication developing. Then came the crash, as if the dwellers on Olympus were hurling back Ossa and Pelion on the heads of too successful Titans. I suppose that is how we normally view our troubles. They are never convenient, never at the moment or in the form we should choose. Yesterday, to-morrow, but not just now, so we fancy, just as we fancy that an acute bodily pain would be less unbearable in any part of the body than that which it fastens on.

And so when some great grief comes upon us we are apt to misread it. "What have we done?" is the instinctive question. Is something in our past being raked up against us, or are we merely suffering a penalty for having been too happy, too free from care, too content with life and the way things were going? In all which we are in the way to charge God with pettiness, thinking that He is "altogether such an one as we are," capable of meanness and malice, pleased at seeing us kept low.

Just arrived.

Artistic
Lighting
fixtures

to suit all
tastes,
pendants &
Brackets.



Come early
and have
your pick
and
beautify
your home.

UNION ENGINEERING CO., LTD.

Offices & Showroom.

York Building, Chater Road.

But "He doth not afflict willingly, nor grieve the children of men." What He really has at heart is their good, their happiness, their growth toward maturity in fellowship with Himself. For His is a father's heart, and in the heart of a father chastening is but a means toward a higher end.

Then if there are facts in life which seem to suggest arbitrariness, there are far more which betoken the loving-kindness which the singer here celebrates amid all his sorrow. "It is of the Lord's mercies," he says, "that we are not consumed," and most assuredly life offers abundant signs of a vast forbearance on the part of the Providence which is over men.

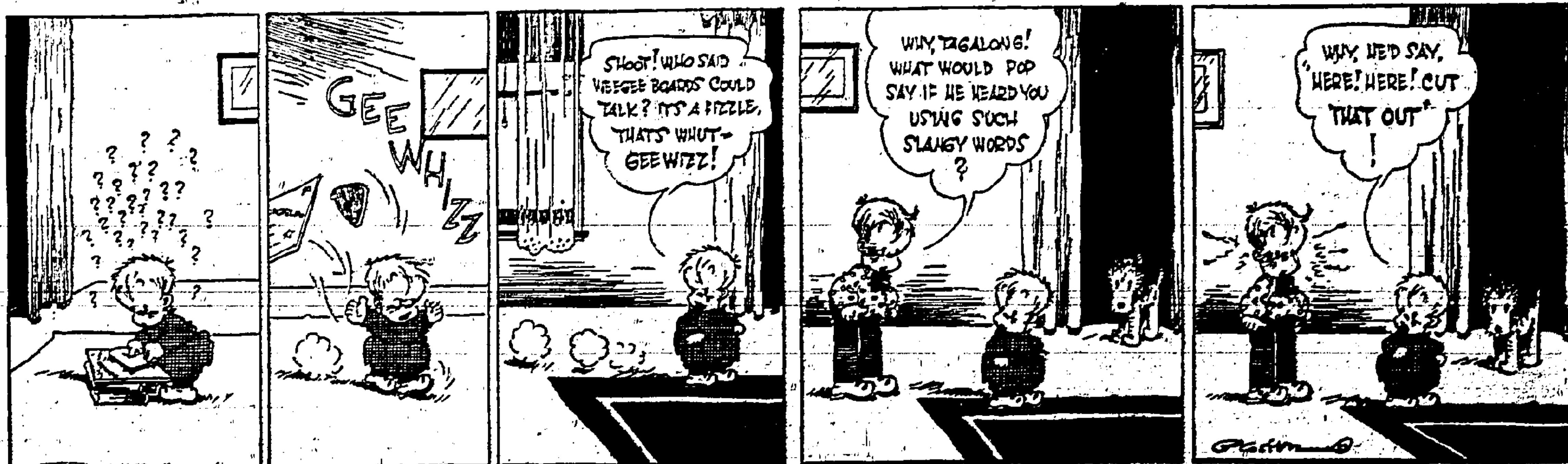
The world before the war—to speak of that again—was one

that suited many, no doubt, but own case it is seldom easy to apply the general principle. Ye gratefully yourselves on the way in time of personal trouble that it was going, the rich growing richer, the poor more poor, class divisions becoming embittered, Europe an armed camp? All may have seemed to go merrily, but there were many who felt it could not go on much longer, and not a few who asked if there could be a God, seeing it was not pulled up short much sooner. Yes, God is doubted for His forbearance and in the next breath for the opposite, neither His goodness nor His severity commending themselves to limited human judgment. That lies in the nature of the case, considering how limited our views must and how wide are God's purposes. We know it is so; still when it comes to our father pitiless his children."

FRECKLES AND HIS FRIENDS

There Seems To Be One on Dad!

BY BLOSSER





WATSON'S E WHISKY

maintains the same HIGH
quality TO-DAY as BEFORE
and during the War.

Per Case including duty.
\$28.00

A.S. WATSON & CO., LTD.

WINE AND SPIRIT MERCHANTS.
TELEPHONE 616.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C., 5th edition. Western Union.

Office address: 11, Ice House Street.

The Hongkong Telegraph

HONGKONG, THURSDAY, APRIL 15, 1930.

THE STRIKE DEADLOCK.

For the first time since the occurrence of the local strike of Chinese artisans, we have had a definite statement made on behalf of the employers. Yesterday, the Chairman of the Tramway Company took advantage of the opportunity provided by the annual meeting of shareholders to explain the situation from the standpoint of the Companies concerned, his remarks being addressed to the "shareholders and the public generally." Prior to this, the public has had very little knowledge of the employers' side of the dispute. Again and again the newspapers have endeavored to get the heads of the Companies to speak, but they have preferred to remain silent. On the other hand, the Guild officials have been free in the information which they have imparted. It need not be wondered, therefore, that public sympathy has, in large measure, been with the men in their demands. As we pointed out yesterday, the trouble is that both sides have laid down certain limits beyond which they say they will not budge. Each party accuses the other of obstinacy, each says that the demands of the other are unreasonable, and each declares that it only wants an equitable settlement of the problem. The situation is rendered all the more difficult of adjustment from the fact that the breach between employers and employed begins on the question of the method of calculation. The employers are prepared to grant an increase, but they want that increase based on hourly rates, further stipulating that in no case must it exceed 25 per cent. of any worker's wages. The men demand that the increment shall take the form of a flat-rate percentage increase; they will have nothing to do with a so-much-per-hour rise, and they stick to their 40 per cent. advance on each man's wages.

When trouble was first sensed, an endeavour was made to satisfy the men with a rice allowance, based on the current price of the cereal, but this was promptly turned down by the workers. We are not altogether surprised that it was, because the granting of a rice allowance is, after all, merely a temporary measure of alleviation. The previous advance was made at a time of high rice prices and was later withdrawn. The men now base their demand on the general increase in the cost of living, which covers more than the enhanced price of rice, and which, there can be no doubt, is not a passing phase but is likely to be permanent. Indeed, European salaries have, generally speaking, been increased on that very ground. Judging by Mr. Johnstone's remarks of yesterday, however, the employers would appear to have some ground for complaint against the men's representatives, who are said to have agreed to a discussion with the employers of the offer of an increase of so much per hour, but later to have gone back on their promise and refused to listen to anything short of the full 40 per cent. demanded. If that is an accurate statement of what occurred, then the men's representatives must be blamed for the present deadlock, quite apart from the justice of either party's terms. One point that Mr. Johnstone made was that the employers are prepared to increase wages "in recognition of the increased cost of living." The question is whether they are willing to make the advance not only "in recognition" but also "in proportion" to that increased cost. Mr. Johnstone also says that the men have not substantiated their demand, but is he really in a position to say that? Impartial opinion on that point is necessary. That is why we have suggested really serious arbitration, by a Board appointed for the purpose, in place of the present dickering through the medium of the Secretary of Chinese Affairs.

It is now quite clear that, so far as the employers are concerned, the whole matter rests on the attitude of the two big Dock Companies. Mr. Johnstone mentioned the Naval Yard as being large employers of the class of labour affected, but it must be understood that the Hongkong naval establishment is bound, so far as wages go, by Admiralty orders and that it cannot enter into any arrangements with local companies except by express permission. We do not quite follow the argument that any agreement come to by the two big Dock Companies would "necessarily" have to be followed by the smaller companies concerned. But the fact has to be accepted that the whole Colony's affected industries are, on this question, in the hands of the heads and directors of the former concerns. That being the case, a heavy responsibility rests on these men, especially in view of the possibility of the workers, or many of them, finding more lucrative employment elsewhere, the result of which would be a serious blow to local trade and industry. Some kind of compromise is absolutely essential. Things cannot continue as they are. An emboldened attitude by either side is wrong and unpardonable. Let employers and employed come into actual contact and enter into a frank discussion. If that fails, then it will be the duty of the Government, in the general interests of the Colony, to enforce compulsory arbitration.

NOTES & COMMENTS.

A SMART REMINDER.

We are glad to see that Captain Basil Tylor, R.N., has inflicted a very smart fine on the master of a river steamer for carrying an excess number of passengers, especially seeing that the number in excess was no fewer than 34. It may just be that in connection with the Ching Ming festival a great many more passengers than usual are moving about just now, but that should never be accepted as an excuse for any one boat to carry more than the number allowed. The way we look at it is just this: The Government license these boats for a certain number of people in the interests of the passengers themselves, giving some protection to the lives that are on board, and if the conditions of a licence are broken in this respect then a ship may as well have no licence at all. Regarding the facts of the present case and the excuse that was put forward we are not really concerned, for we only have an interest in asserting the principle involved and are glad that the Marine Magistrate saw fit to impose a fine of such respectable dimensions as will act as a deterrent. This question of the river traffic and the safety of passengers is a big one and we have often referred to it before, but we have reason to believe that matters are in a much better state than they were a few years ago. And by such action as he took yesterday our Harbour Master is helping to keep them so.

A LOOK AT JAPAN.

It is worth while, now and again, to take a closer look at Japan than people are sometimes wont. We all have the idea that Japan is a country that is mostly engaged in building ships and in turning out manufactures of dubious quality, but there is a social side to Japan just as there is for any other country, and it is unquestionably true that Japan is slowly but surely emerging into a modern democracy. Quite recently there was such an agitation for universal manhood suffrage that the Government thought it was better to dissolve Parliament and put the issue to the test of the elections. The present qualification for a vote in Japan is the payment of certain taxes, and thus a large part of the male population are not entitled to go to the polls. We think it will be agreed that no modern nation of the first rank can permit such a condition to continue. Not all the power of militarism can 'hold back' the democratic tide. An article in the March number of *The Atlantic Monthly* gives evidence of an encouraging repudiation by the Japanese of the militarist spirit. Dr. Victor S. Clark, formerly of the Carnegie Institution, the author of the article, has just returned from Japan. He says: "Last year the applicants for admission to the academy for training army officers were 1,000 less than in 1918 and 2,500 less than in 1912; and of the 221 men accepted, 104 later abandoned their right, in order to enter civilian institutions of higher learning." Furthermore, says Dr. Clark, there recently occurred a popular agitation for the selection of civilians as Governors of Korea and Formosa. Previously, army and navy officers exclusively held those posts. But now, thanks to the people's demand, the Government has appointed a civilian to the post of Governor of Formosa. The military caste in Japan is thus losing ground. The Government has disastrous times before it, if its purpose is to meet the cry for manhood suffrage with repression. Wiser advice doubtless eventually will prevail. For there is the lesson of Russia to be studied by rulers who contemplate denying to the Japanese people rights common to the rest of the world.

An extension of the installation of the Asiatic Petroleum Company at North Point is being undertaken. This will include the extension of the present pier as well as the construction of two new oil tanks tanks of a capacity of 8,000 tons each.

The gang of four boys who were charged with highway robbery on another Chinese pedestrian in the Western District were to-day again brought before the Magistrate. The Police have failed in their efforts to get three of the gang identified, and as a result, they were released. [The fourth boy, however, was not so fortunate. He was identified by his victim and was sentenced by the Magistrate to six months' hard labour.]

DAY BY DAY.

THEY ARE THE WEAKEST, HOWEVER STRONG, WHO HAVE NO FAITH IN THEMSELVES OR THEIR POWERS.—Bacon.

Mr. J. J. Gorman, of the Admiral Line, arrived here by the s.s. Colombia.

Two fatal cases of small-pox were notified yesterday. Both victims were Chinese.

A Jubilee Sale is to be held at Union Church on the 20th instant at 2.30 p.m. The proceeds will be in aid of the National Orphan Homes of Scotland.

Last evening M. W. Lo and M. K. Lo got into the semi-finals of the tennis doubles championship, defeating R. Townsend and Major Edwards 6-4, 3-6, 5-3, 6-4.

At the Magistrate's yesterday afternoon, the Chinese who were charged with the murder by stabbing of another Chinese at West Point were committed for trial at the next Sessions.

A Chinese arrested yesterday on the Hau Tak Wharf was today fined \$500, or three months, on a charge of attempting to smuggle 10 tins of illicit opium, which was found by the searcher concealed about his waist.

A Sanitary Board coolie was sent to the Hospital yesterday suffering from a stab wound inflicted by an enemy in the small of his back. He says that the injury was inflicted on him by a man with whom he lately had had some serious differences.

The annual inspection, by H.E. the Governor, of the Hongkong Police Force, and the accompanying ceremony of distribution of long service medals, will take place at the Central Police Station compound on Friday, the 23rd instant, in the afternoon.

The lack of adequate hotel accommodation in the Colony was evidenced again to-day, when the s.s. Colombia came in this morning with a full passenger list. A party of 15 American tourists who travel under the auspices of the American Express Company have rooms engaged for them at the Hongkong Hotel.

Too intent on their games to notice the arrival of a motor-car, a number of small boys narrowly missed being seriously hurt in the Des Voeux Road Central yesterday. As it was, one small boy was knocked down by the foot-board of the car and received some injuries which, though not fatal, were yet of a sufficiently serious character as to necessitate his removal to Hospital.

A house in Des Voeux Road Central yielded a case of "a rogue and vagabond" at the Police Court to-day when a Chinese was charged with this offence following the gathering of evidence by the Police to show that for an unlawful purpose he was found in a house where he had no right of entry. Notwithstanding the excuse that he had come from afar in search of a long-lost friend the culprit was sentenced to one month's hard labour.

Insanity to the verge of wanting to murder her own children was suffered by a Chinese female suicide whose body was found floating in the bay opposite the Cement Works. Indications of an unsound mind were first revealed when the woman was taken to the Government Civil Hospital some time ago. It was then stated that she showed a dangerous desire to kill her own children and was given into the Hospital's care, as a safeguard. On her discharge from the institution nothing further was heard until yesterday, when, in a search, her husband came across the body.

There is a Police trap for the unwary cyclist and automobilist at Bonham Road. A special policeman is on duty there, whose vigilance can be vouched for by the number of unlucky speed-freaks whom he has noted down in his capacious note-book, the contents of which are later used in evidence at the periodical traffic at the Police Court. The latest cyclist to pass through this officer's hands is a Mr. A. J. Braga, residing at No. 47, Conduit Road, who was caught at Bonham Road whilst on a motor-cycle outing without a driver's licence. He was fined \$5 at the Police Court to-day.

EN PASSANT.

Whenever there is anything like an election about I want to shout "Hooray." Few of us from the Old country have not enjoyed the excitement and fervour of a good-old Parliamentary election, when candidates were either cheered or pelled by us just according to what party they belonged. My father being a Liberal I had an inspired mission as a lad in cheering anything red and booing anything blue, and I have vivid recollections of how, in pouring rain, I was one of a party of youthful ardent who paraded the town in the guise of an improvised Jazz band making merry pandemonium wherever we went. Our Mayor was not only a very large and successful draper but he was a good Conservative too and his shop-butters were crammed with posters and party cries. They were until we passed by, and then with the aid of a stolen bucket of paste we made his shop front the finest Liberal advert in the district. Of course, there was the usual row about it but I managed to lie most successfully to my stern parent. They were happy days if risky ones. But Hongkong's election has come and gone and there was not one breath of honest enthusiasm. One felt almost too tired to go and vote—in fact the great majority of voters showed it.

The papers have been very busy talking about this election and I have caught the fever of saying something, too. I even went to the trouble of procuring a copy of the new Jury List so that I might amuse myself with it for a short while. The Kowloon Residents' Association think that Kowloon is a wonderfully strong place as regards electors, but will it surprise them to learn that in the list referred to there are exactly 350 voters given as residing across the harbour, including Dock residents and those in the New Territories? I think there are actually more because so many persons are recorded as living on their firm's premises not half of whom do, and then of the exempted persons we ought to credit Kowloon with housing a few. But I think the figure of 400 may be taken as fairly accurate and in contrast with this Hongkong has 1,154 voters actually residing on the island and on so recorded the list. Add a few more for the exempted persons and the total is easily 1,200. Which is the same as saying that Kowloon can only speak with one fourth of the voice of the electorate. If larger unofficial representation is ever granted it would mean that we should have to have four elected unofficials before Kowloon could claim to elect one. And I should also like to point out that there are nearly 350 Portuguese electors on the roll and if we are going to work on such a method of dividing up the community then they would have an indisputable right to elect one of themselves.

All these things are interesting because I hear so many loose statements being made as to the proportion of residents residing in Hongkong and over at Kowloon. No one will deny that a fourth of any electorate is an important minority but there can be no question that residents of Hongkong itself form the bulk of those entitled to vote. But Monday's voting does show that Kowloon is proportionately much more alive to what has been called the "civic sense" than Hongkong. It did send over 150 of its 400 to the poll (about 40 per cent) whereas Hongkong sent somewhere about 15 per cent, presuming that the voters polled according to residence only. And so the Kowloon enthusiasts have something to cheer them on their way.

I should like to switch off from the election but I must have just one more little dig. We have had no election since 1916 and we shall not have another (unless resignation or death causes one) until 1922 when Dr. Ozorio's time expires. "And so it really means that Monday's opportunity was the only one in six long years. Having regard to that fact it does seem as though there was ample justification for all the things that have been said in the newspapers about the curse of Eastern ennui. It hasn't been actually said that but that is what it really comes to. As a public we shall have to show far less lethargy if we are ever going to substantiate a claim for popular electoral representation.

There was quite an interesting sidelight on native indifference provided the other day in an incident that was witnessed by a few people on one of the Star fer-

WU TING-FANG.

A POINTED LETTER.

Dr. Wu Ting-fang has sent the following letter to Sham Chun-huan—
Dear Sir,
Since my arrival at Hongkong, you have sent me messengers and letters, for which I am very much obliged to you. We came down to the South years ago. What was our object? Was it not for protecting the Constitution and saving the country? My conscience is clear, for which Heaven and sun can bear testimony. It is quite unexpected that my strength could not back up my mind, and I did not do anything to save the situation. The downfall of the great law is the same as before. The situation is more complicated than ever. Recently you went to Shinkwan to settle the squabble between the Yunnan troops and the local troops; you certainly did much good on the occasion. But when you trace the origin of this squabble, you will see that it is derived from the unruly conduct of militarists and the intrigues of the politicians. As regards my coming down to Hongkong this time, you sent representatives to request me to go back to Canton and welcome me. But at the same time you instructed lawyers to sue me in the Hongkong Law Courts. Your mind is changeable. I don't understand you. If you think that, as I have the Customs Surplus on my hands, you should therefore sue me, then you must remember that in the capacity of Minister of Finance, it is my duty to look after the public money. I brought the money with me so as to prevent any misuse. I did not run away with the money and hide myself. Is it necessary for you to sue me? A proper account of the receipts and expenditure passing through my hands shall be given. I can trust my honesty, and I am sure that the foreigners and the Chinese also trust me. With reference to the establishment of the Bureau for Enemy Property last year, the money from the sale of enemies' property amounted to more than \$270,000. Your party has nearly misappropriated it all. More than ten months have elapsed, no account in connection with this matter has yet been rendered. Why do you blame others and not blame yourself? I have to find fault with you, though I know very well you are an honest man. During the last years of the T'ing Dynasty, you were very prominent then; but you do not occupy the same position in the Republic. It is not because your ability is not the same as before, but because you do not associate yourself with the good men and get rid of the bad men. At the end of last winter and at the beginning of spring, I wrote you twice giving you my advice. But you would not follow it. What a pity! The proverb says, "the mistake of a good man is just like the eclipse of the sun or the moon." If you really have a warm heart to reform, so as to redeem your fault, then you should sever connection with the cunning and cheating political cliques, maintain the legal National Assembly, and cancel the five unsatisfactory peace proposals. You should also work heartily and fairly for the public and let them know it. Respect the law. You may have a good name in the future, or I don't know what the people will think of you. As you and I have worked together, I dare tell you what you don't like to hear. It is your business to decide for yourself. The mountain and the cloud are within the reach of my eyes. When shall we meet again? The climate is changeable. Take care of yourself for the sake of the nation. Dated 12th April 9th, year of the Republic of China.

(Signed) WU TING-FANG.

A sampan woman was busily engaged in hauling up the sail when she toppled over into the water. She made a fearful noise as she came to the surface and was very promptly hauled out by one of the men on the boat by the means of the usual large boat-hook that is carried. Once aboard again she ceased her cries and straightway recommenced her task of putting the sail in right position. It might have been a matter of "saving face" for all I know, but I could not help thinking that if it had been one of ourselves we should have been worrying about a dry change, a bath and hot drink and all sorts of things to combat any ill-effects. Not so the woman; she "carried on" as though nothing had happened, and I envied her her frame of mind.

CONTEMPORE.

FASCINATED?

A STORY OF THREE WOMEN AND A MAN.

The Hungnam Police to-day related a remarkable story of how a Chinese gallant, by the use of fine words, in one single manoeuvre captured the hearts of three married women and would certainly have sold them as slaves had not a timely rescue been effected by relatives of one of the women. Some days ago these three women were at Tamsui, on their way into the country to worship at their ancestors' tombs in accordance with the requirements of the T'ing Ming Festival. At this village they were met by the Chinese, who, after making himself acquainted with their business, very obligingly expressed his readiness to accompany them, as he stated he was going the same way. Now this mysterious individual had three dolls which were credited with being invested with certain charms of fascination, in that those persons who had them in their possession would be enticed away from the path of rectitude. This belief, needless to say, the man kept to himself when he gave each of the women a doll to be placed, he said, on their ancestors' tombs as a gift from him.

Whether the dolls had the qualities attributed to them or that the women were fascinated by the personal charms of the Chinese man is not known, but suffice it to say that there and then the women made it their business to accompany him wherever he went. They made their way to Sai In Chang and from there, on the 3rd instant, the man brought them to Taipo. It was at Yau-mati that the story was brought to the notice of the Police, which led to the arrest of the man. On the 6th instant he left one of the women in a house and took the others to Saikong, with the alleged intention of selling them into slavery. The woman who remained behind in the house was discovered by a relative who, on hearing her story, reported it to the Police and the Chinese was arrested soon afterwards.

The case was called before Mr. N. L. Smith at the Police Court to-day when, the facts having been related by the Police, the prisoner was remanded for trial at a later date.

HARBOUR COLLISION.

NAVAL LAUNCH RUNS INTO FERRY BOAT.

What might easily have been a very serious collision took place between one of the Star Ferry boats and a big naval launch this morning.

The ferry boat due to leave Kowloon at 9 o'clock this morning got away with quite a large number of passengers on board, but was only about a quarter of the way across when it was seen that the big Naval Yard boat, No. 28, was in dangerous proximity. This boat does a regular trip to Stonecutter's and appeared to be on its way back to the Yard. Both coxswains sounded sirens and tried to avoid an accident, but the ferry boat was struck with considerable force on the starboard side forward. The force of the impact caused the ferry boat to heel over a little, and there was considerable alarm on board, though, fortunately, the ferry boat did not seem to be very much damaged. It was otherwise with the launch, for her bows were considerably damaged and it was doubtful whether she was making water or not. The coxswain of the ferry boat thought it advisable to tow the other boat to safety, and so the passengers on board the ferry were delayed whilst the ferry boat towed the naval launch to the Naval Yard. They eventually arrived at the ferry pier, over a quarter of an hour late. The incident caused a lot of excitement and also interrupted the ferry service a little. The ferry boat concerned was later taken off the run for examination.

An American tournament (mixed doubles with sealed handicaps) will be held at the Ladies' Recreation Club on Saturday, 8th May, at 2.15 p.m. The entrance fee for each couple is two dollars. Entries must reach the Secretary (Mrs. Digby) or the No. 1 Boy at the Club House before Saturday, May 1st. A member of the Club may enter with a non-member as partner if desired. No couple will be allowed to compete unless their entrance fee has been paid.

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LOCAL EDUCATION BOARD.

THE INITIAL MEETING.

The first meeting of the Education Board, whose formation was gazetted recently, was held yesterday at the office of the Secretary of Education, Mr. E. A. Irving, Director of Education, presided, and there were present Mr. E. E. O. Bird, Inspector of English Schools; Mr. A. E. Cavalier, Inspector of Vernacular Schools; Mrs. A. D. Hickling, Mr. T. W. Pearce, Rev. A. D. Stewart, Rev. Fr. Maria, Messrs. A. F. Arculli, F. R. Silva-Netto, G. W. Ferguson and S. W. Tso.

Mr. Y. P. Lo, who has been appointed Secretary, opened the proceedings. The Chairman said, in welcoming you here today, I do not mean to make any set speech. Set speeches are usually rather boring and educational set speeches perhaps more than others. But I think you would like to hear a few words from me as to the reasons for calling this Board together. We are a reformation. In our oldest form we were the Chinese Vernacular Committee of Education. We were born in 1911, and published, to use an euphemism, in 1914. Speaking from personal knowledge, I cannot say that that Committee did any harm. In point of fact it did nothing, but 73 years before that is going back a long way—our original birth was when a Board of Education was appointed under the chairmanship of the Bishop of Victoria, which dissolved in 1837. Under that Board the foundations of the educational system of Hongkong were laid. In that period a school for British children exclusively was opened, the forerunner of the present school at Kowloon, Victoria and the Peak, and the forerunner also of the principal schools of Hongkong were founded. However, in 1855 the Board was abolished. I am sure you will find that this description of our history with its short periods of activity and long periods of inactivity are depressing. However, I do not intend to be depressing. I would rather go into the necessity of our getting to work at once and doing what we can. I think we have a real sphere of usefulness and I draw your attention to the purpose for which we are called together.

It is notified that His Excellency the Governor has been pleased to appoint a Board of Education for the purpose of assisting the Director of Education with advice on matters pertaining to the development and improvement of education in the Colony. You will observe we have neither statutory nor executive powers. This is an advisory Board. The Board, as I understand it, will serve two main purposes. In the first place it will be the means of enabling the Government to formulate a sound and consistent educational policy and in the second place by its thorough knowledge of the existing educational system it will give useful advice on individual proposals for its amendment and extension. For the Board to exercise these powers and give that advice there is naturally implied in the Board a very close knowledge of the educational system of the Colony. I daresay that knowledge is already in the possession of most of the members of the Board. Any members of the Board who feel that they are rather rusty on the subject I should like to refer to the books which I have already circulated. There are not very many of them, but we have as our charter the Education Ordinance, which deals with the compulsory powers of the Education Department, and also the Grant Code, under which, though without legal sanction, grants are given to such schools as elect to accept these conditions, which are a little more strenuous than those compulsorily enforced by the Education Ordinance. Besides the book knowledge contained in these two documents it will be the duty of members of the Board to visit our schools or such of our schools as they personally concern themselves with, and to enable them to do so, as far as the Government schools are concerned I will say that all the headmasters and headmistresses will welcome members of the Board calling within the usual hours and will place at their disposal any information available. I cannot definitely give the same assurance either for the Grant Schools or Private Schools, because I have no power to delegate my own authority with respect to them, but I feel quite sure that the correspondents of the one and the managers of the other will extend equal courtesy to the members of the Board. I have not any particular business to bring before this meeting, but I may mention a few of the sort of problems that are continually recurring, such as have cropped up with us in the last few weeks. They are such problems as primary education—that is to say, vernacular education—and how far it can be made free. There is the problem of normal schools to be established in connection with the vernacular education. There is the problem of the educational ladder which is always with us, how far it is possible to bring the pupils from the primary to the secondary schools and eventually perhaps to the University. The question has been recently raised, the Colonial Secretary, I think, mentioned it in his speech at Queen's College, whether it would be possible to move some of our biggest schools to less crowded parts of the Colony. There is a question to which I must attach the very greatest importance, the question of medical inspection of schools. I may mention that on the matter of eye-sight some research has already been made and we find that it is a matter which deserves the most serious attention of the educational authorities and the Government has already taken some steps to deal with it. Another question which arose only to-day was the hours for girls' schools—how long and within what hours it was desirable that they should be left at their studies. All these questions are of very different natures and they affect very different classes of schools or some of them do. I consider it advisable myself and I think the Board will thoroughly agree with me that we should all of us devote our attention to all these problems, and the many others that crop up, from time to time. I submit to the consideration of the Board the advisability of the Board converting itself into a number of Committees, which will act independently and report on occasions to the whole Board. That, in fact, is the only piece of advice that I have myself to bring before the Board to-day, whether such committees should be formed and if so how they shall be formed. Without wishing to seem to arrange things definitely without the approval of the Board, it seems obvious to me that the Committee on Vernacular education is an obvious necessity, and probably a committee on the British Schools. That I think is a matter for our consideration. As regards procedure, I think as we are an advisory committee we shall probably find that very formal procedure is unnecessary. Still, as rules should be formulated against occasion when they may be required, I propose to circulate to members of the Board the rules of procedure which are in force in the Sanitary Board *mutatis mutandis*, and I daresay that they will form a convenient basis. I ought to say that my friend Mr. Y. P. Lo is not a member at present of this Board, but he has acted in the absence of Mr. Cavalier Inspector of Vernacular Schools, as Inspector of Vernacular Schools for several years and is generally well acquainted with educational matters in the

Colony. He has kindly consented—with the approval of the Board again—to be our Secretary and I think the Board would be well advised to take advantage of his kind offer. I shall be glad to have the views of members and answer any questions as far as I am able, but it must be remembered that I like the Board as a whole am feeling my way. I do not know any more than how we ought to get to work, but I feel sure there is plenty of work to be done.

There were no questions and the Chairman proposed that a sub-committee be formed to deal with vernacular education. The two Inspectors of Vernacular Schools should be on that committee, and the two Chinese members, Hon. Mr. Lau Chu-pak and Mr. S. W. Tso.

The Board agreed, Rev. Father de Maria's name being added. Mr. R. E. O. Bird, Mrs. A. D. Hickling, Mr. T. W. Pearce and The Rev. A. D. Stewart were appointed the Committee for British Schools.

The Chairman said there were certain schools in the Colony in which English was taught, which were neither British nor Anglo-Chinese. They included St. Joseph's College, and the Diocesan Schools. St. Paul's College was exclusively Chinese. He suggested that Mr. Silva-Netto might look after St. Joseph's College since there were many Portuguese pupils. He also mentioned that he did not refer to the Indian School or ask Mr. Arculli to look after it, because Mr. Arculli had always done so.

After informal discussion the meeting closed.

ST. PAUL'S COLLEGE.

ANNUAL SPORTS MEETING.

St. Paul's College held its eleventh athletic sports at Happy Valley yesterday afternoon under very favourable weather. There was a moderate gathering of spectators including the Hon. Mr. and Mrs. H. E. Pollock. Over one hundred students participated in the different races which went off smoothly under the supervision of a large number of officials. The two senior champion cups, one of which was presented by Mrs. Pollock, were won by Li Kam Hei and Ng Han Sin respectively.

At the conclusion of the sports, Mr. Pollock presented the prizes to the successful competitors. The Rev. A. D. Stewart, Chairman of the Committee, thanked Mr. Pollock for having come to distribute the prizes and for the cup which she had presented. Mr. Tso Chi On took the opportunity of thanking Mr. Pollock for his contribution of \$250 towards the College Extension Fund and expressed the hope of seeing a larger gathering at the College sports when the extension of the College premises had been completed.

Mrs. Pollock was presented with a beautiful cup and a bouquet. She congratulated the College on the success of the sports, and thanked the Committee for the presents.

The results follow:
Senior high jump: 1. Tam Chuen Yee; 2. Chung Yik Hong; 3. Ng Han Sin (distance 16' 6").

Small boys' 100 yards: 1. Sam On Nin; 2. Eric Wong; 3. Chan Hau Leung.

Senior 100 yards: 1. Ue Wing Chan; 2. Tam Chuen Yee; 3. Ng Han Sin.

Junior 100 yards: 1. Sam Kam Hei; 2. Mak Yui Choy; 3. Lai Ping Kwai.

Senior high jump: 1. Ng Lun Cheung; 2. Fung Po Hong; 3. Ho San Hong (height 4' 11").

Junior high jump: 1. Lee Kam Hei; 2. Li Shu Kan; 3. Yung Nai Cheung (height 4' 10").

English staff race: 1. Lee Chi On; 2. A. Rowan; 3. Wong Shiu Pun.

Senior 200 yards: 1. Ue Wing Chan; 2. Ng Han Sin; 3. Tam Chuen Yee.

Junior 200 yards: 1. Li Kam Hei; 2. Mak Yui Choy; 3. Lai Kong Chuen.

Small boys' 150 yards: 1. Lam On Ning; 2. Chan Hau Leung; 3. Eric Wong.

Yau-nai Junior School (150 yards): 1. Leung Wong Yu; 2. Leung San Fui; 3. Chan Ping Fui.

Senior quarter mile: 1. Ng Han Sin; 2. Tam Chuen Yee; 3. Seto Wan.

Junior 220 yards: 1. Mak Yui Choy; 2. Li Shu Kan; 3. Yung Nai Cheung.

Small boys' 220 yards: 1. Sam On Ming; 2. Chan Hau Leung; 3. Eric Wong.

Old boys' race (200 yards): 1. Chow Kam Woon; 2. A. Razaack; 3. Chui Hai Tsun.

Half mile (open): 1. Lee Kam Hei; 2. Ng Lun Cheung; 3. Mak Yui Choy.

DAIRY FARM NEWS.

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One mile bicycle race (open): 1. Chan Tik Wo; 2. Cheng Wing Sum; 3. Lau Yui Fook.

Three-legged race (100 yards): 1. Li Shu Kan and Fung Po Hong; 2. Tam Thuen Foon and Leung Kwai-chik; 3. Ue Man Kai and An Wing Sook.

Sack race (100 yards): 1. Fg Hau Sin; 2. Seing Kwai Chik; 3. Kwok Fung Kee.

Consolation race (150 yards): 1. Cheuk Shun Chi; 2. Wong Cheung Kang; 3. Yip Man Pun.

Relay race (open): 1. Class 3. B. Tug of war (lower school B classes): 1. Class 4. B.

Tug of war (higher classes): 1. Class 2. A.

CANTON REGATTA.

The crews which will represent the Victoria Recreation Club in the Interport Regatta which is being held at Canton on the 17th inst. are—

Senior Fours:—Bow, H. Silva; 2. J. R. Soares; 3. S. Marcal; Str., C. Hogan; Cox, R. C. Wittchell.

Senior Pairs:—Bow, S. Marcal; Str., J. R. Soares; Cox, R. C. Wittchell.

Single Sculls:—C. Hogan and A. L. Silva.

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J. T. SHAW



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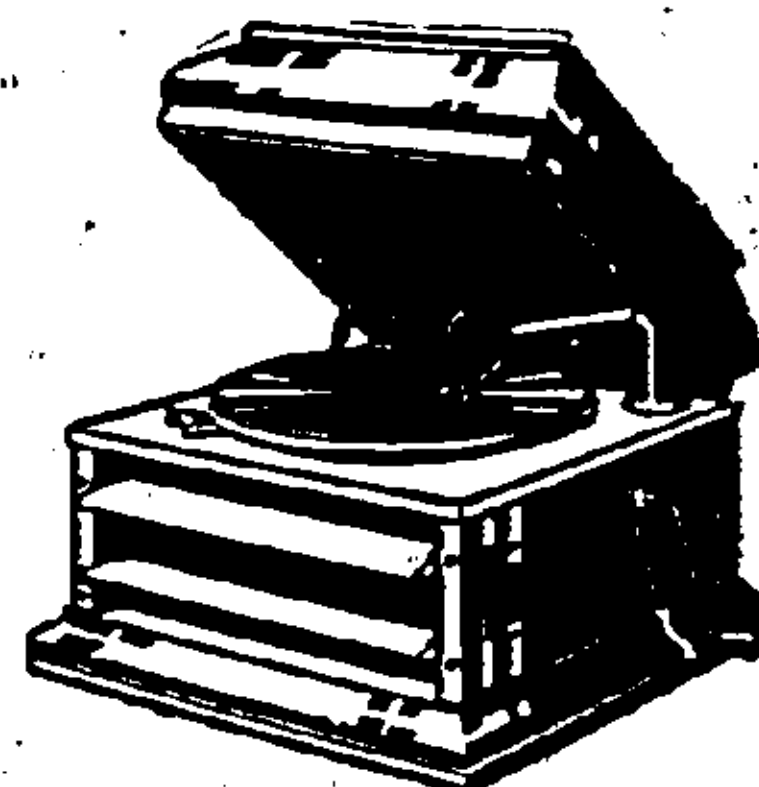
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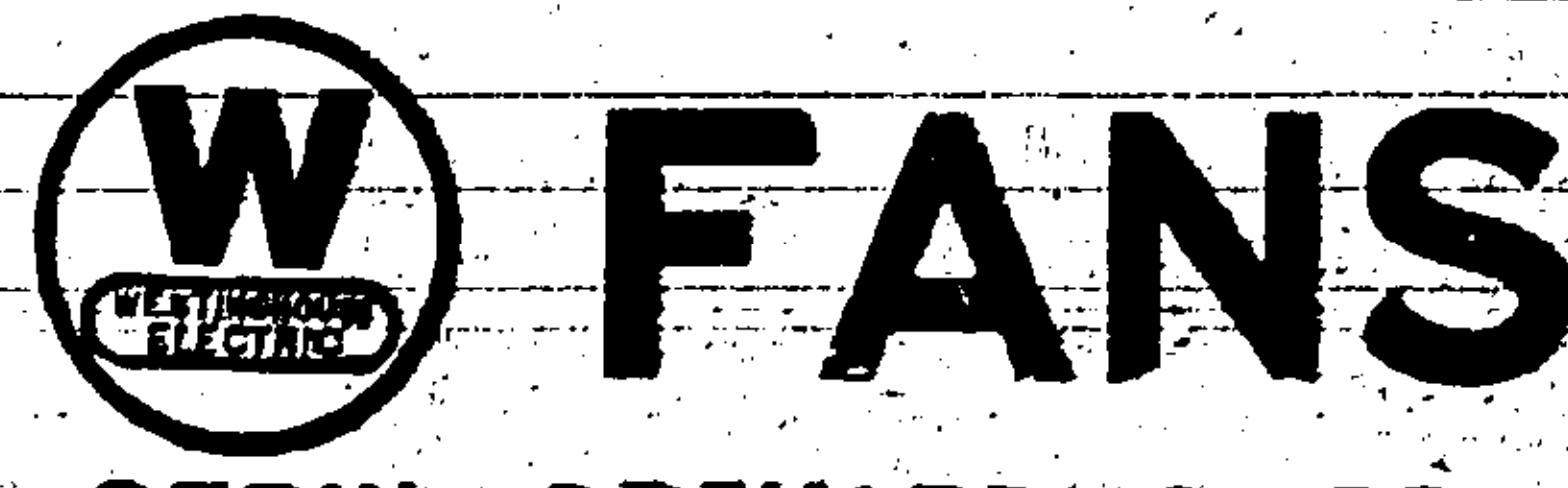
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DUE

STEAMERS	HONGKONG	VANCOUVER
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Empress of Japan	May 26	June 16
Empress of Asia	June 3	June 21
Monteagle	June 8	July 2
Empress of Russia	July 1	July 19
Empress of Japan	July 20	Aug. 10
Empress of Asia	July 29	Aug. 16
Monteagle	Aug. 12	Sept. 5
Empress of Russia	Aug. 26	Sept. 13
Empress of Japan	Sept. 14	Oct. 5
Empress of Asia	Sept. 23	Oct. 11
Empress of Russia	Oct. 21	Nov. 8
Monteagle	Oct. 26	Nov. 19
Empress of Japan	Nov. 9	Nov. 30

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S.S. "WEST NIGER" Tuesday April 20th, for San Francisco, Shanghai, Yokohama and Honolulu.
S.S. "WEST INSKIP" End of April, for San Francisco via usual ports of call.
S.S. "WEST KASSON" Late April, for Baltimore, via Suez and usual Ports of call.

HONGKONG-CALCUTTA SERVICE.

S.S. "DOYLESTOWN" Friday April 16th, for Madras, via Singapore, Port Swettenham, Penang, Rangoon and Calcutta.
S.S. "LAKE FARMINGDALE" Friday April 16th, for Madras via Singapore, Port Swettenham, Penang, Rangoon & Calcutta.

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Steamers	Tons	Leave Hongkong
PRIMA MARU	9,000	15th April
KOREA MARU	24,000	3rd May
YOKO MARU	22,000	27th May
SINIKI MARU	24,000	13th June from Yokohama
SHINTO MARU	22,000	17th June

* Omitting call at Shanghai.

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SAN FRANCISCO, SAN PEDRO, SALINO CRUZ.

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Steamers: Tons: Leave Hongkong.

KITO MARU 17,000 12th July.

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"BRAVECOEUR" 25th April. "ELKHORN" 22nd Apr.

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DOLLAR LINE.

SAILINGS FROM HONGKONG FOR
NEW YORK VIA PANAMA.

STEAMERS	SAILING DATE
"HAROLD DOLLAR"	APRIL 14TH.
"M. S. DOLLAR"	MAY 5TH.
"BESSIE DOLLAR"	MAY 26TH.
"GRACE DOLLAR"	JULY 18TH.

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THIRD FLOOR

792.

SAN FRANCISCO.

U.S.S.B.

STEAMERS	SAILING DATE
"HICHO"	APRIL 15TH.
"WEST CADRON"	APRIL 17TH.
"WEST HEPBURN"	APRIL 26TH.

THE ROBERT DOLLAR CO.

Tel. 795 & 792

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SAILING DATES.

EUROPE, U.S.A., ETC.

Burma M.	O. S. K.	Apr. 16
Dorchester	P. M. Co.	Apr. 16
Khiva	P. & O.	Apr. 17
West Wind	A. L.	Apr. 17
West Cadron	R. D. Co.	Apr. 17
West Ivan	F. W. Co.	Apr. 19
Yokohama	M. N. Y. K.	Apr. 19
Madras	P. & O.	Apr. 19
West Niger	F. M. Co.	Apr. 20
Dilwara	P. & O.	Apr. 20
Elkhorn	S. & D.	Apr. 22
Coaxet	A. L.	Apr. 23
Edmore	A. L.	Apr. 25
Samarang	M. D. & Co.	Apr. 25
Tsuyama	M. N. Y. K.	Apr. 27
St. Albans	P. & O.	Apr. 30
Tamba	M. N. Y. K.	Apr. 30
Edmore	A. L.	Apr. 30
Tsuyama	M. N. Y. K.	E. Apr.
West Inskip	P. M. Co.	E. Apr.
Siam	M. N. Y. K.	E. Apr.
West Jappa	F. W. Co.	E. Apr.
Wakasa	M. N. Y. K.	May 1
Sowa	M. N. Y. K.	May 2
Toyohashi	M. N. Y. K.	May 2
Kunijiri	M. N. Y. K.	May 2
Korea	M. N. Y. K.	May 2
Havana	M. N. Y. K.	May 3
C. of Colombia	B. L.	May 4
E. of Russia	C. P. O. S.	May 5
West Hartland	A. L.	May 6
Dryden	A. L.	May 10
Radnor	A. L.	May 10
Eurymachus	B. L.	May 12
Nile	C. M. Co.	May 15
Waban	A. L.	May 15
Toyooka	M. N. Y. K.	May 15
Sanuki	M. N. Y. K.	May 15
Persian	P. S. T. Co.	2nd half May
China	C. M. Co.	May 19
M. S. Dollar	R. D. Co.	May 19
Eastern	P. & O.	May 19
Kazembe	B. L.	May 19
Africa	M. N. Y. K.	May 22
Taiyuen	B. & S.	May 24
Taiyuen	B. & S.	May 24

JAPAN, COAST PORTS, ETC.

Sinkiang	B. & S.	Apr. 15
Hangsang	J. M. Co.	Apr. 15
Tacoma	M. O. S. K.	M. Apr.
Gangee	M. O. S. K.	M. Apr.
Madras	P. & O.	Apr. 16
Loongsang	J. M. Co.	Apr. 16
Tibodas	J. C. J. L.	Apr. 16
Sado	M. N. Y. K.	Apr. 16
Aki	M. N. Y. K.	Apr. 17
Chenan	B. & S.	Apr. 17
Haibong	D. L. Co.	Apr. 17
Yunnan	B. & S.	Apr. 17
Pooshing	J. M. Co.	Apr. 17
Pooshing	J. M. Co.	Apr. 17
Kaijo	M. O. S. K.	Apr. 18
Yaishing	J. M. Co.	Apr. 18
Takung	J. M. Co.	Apr. 19
Chipsing	J. M. Co.	Apr. 19
Rangoon	M. N. Y. K.	Apr. 19
Persia	M. N. Y. K.	Apr. 19
Luchow	B. & S.	Apr. 20
Suiyang	B. & S.	Apr. 20
Tjisalak	J. C. J. L.	Apr. 20
Haiching	D. L. Co.	Apr. 20
Kaifong	B. & S.	Apr. 20
Mottra	P. & O.	Apr. 21
Sunning	B. & S.	Apr. 22
Huichow	B. & S.	Apr. 22
Kwaifang	J. M. Co.	Apr. 22
Sosho	M. N. Y. K.	Apr. 22
Kimi	M. N. Y. K.	Apr. 22
Moriata	D. L. Co.	Apr. 23
Novara	P. & O.	Apr. 25
Tippas	J. C. J. L.	Apr. 25
Tjitatjap	J. C. J. L.	Apr. 26
Hinsang	J. M. Co.	Apr. 27
Kumsang	J. M. Co.	Apr. 27
Bengkalis	J. C. J. L.	Apr. 28
Nikko	M. N. Y. K.	Apr. 30
Tenshin	M. N. Y. K.	May 3



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"EDMORE" Apr. 23 "CROSSKEYS" June 2

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"WABAN" May 15th.

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S.S. WEST HIKA April 15 S.S. WEST HIKA April 17

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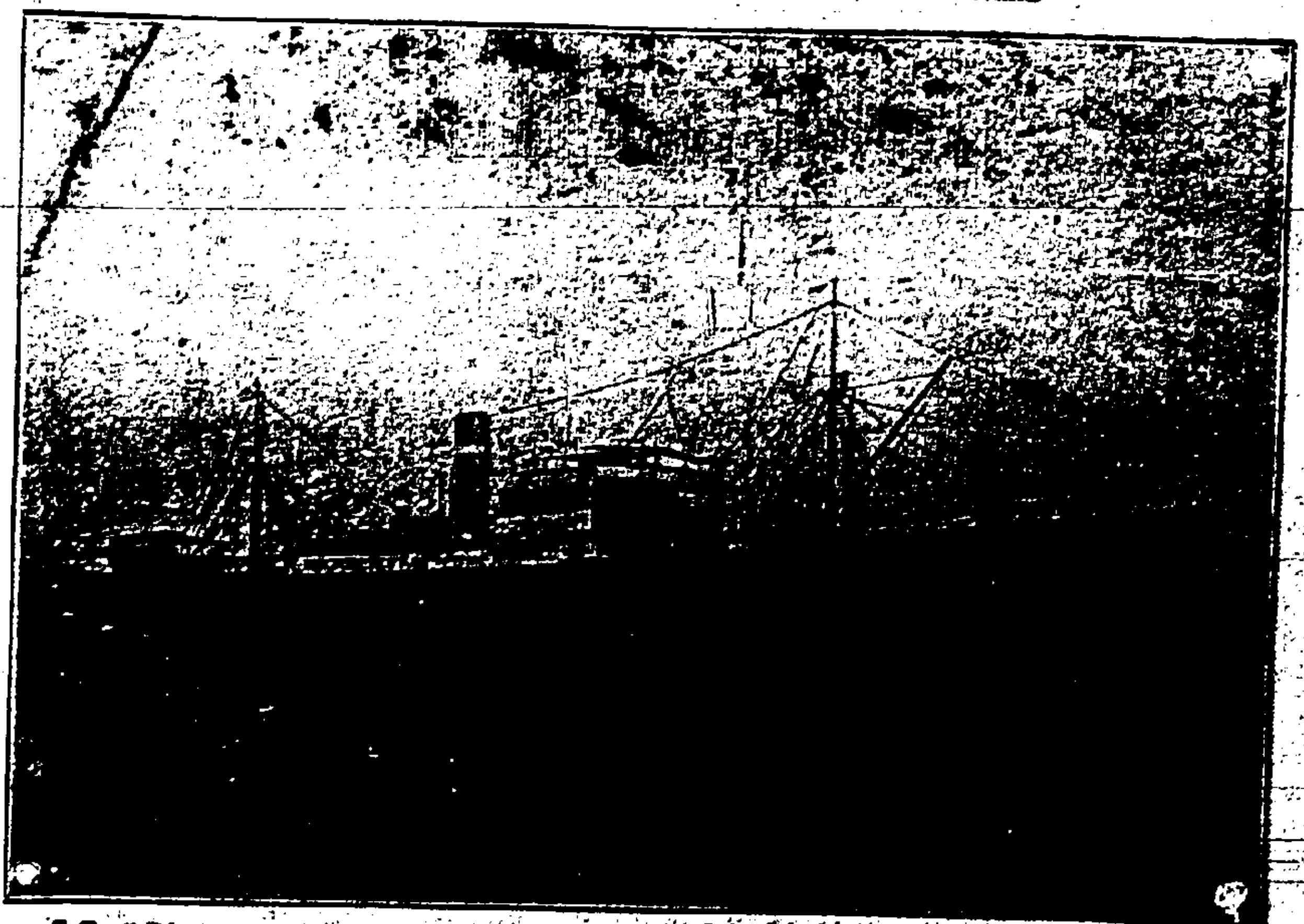
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S.S.	Tons	From Hongkong (about)	Destination
DILWARA	5,400	20 Apr. noon	Spore, Colombo & B'bay.
KHIVA	9,000	17 Apr. noon	M'les, L'don & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

MADRAS	7,000	19 Apr. noon	Calcutta via Singapore, Penang & Rangoon.
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EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	30th Apr.	Sandakan, Thursday 1st.
EASTERS	4,000	19th May.	Cairns, Townsville, Brisbane, Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN.

MUTTRA	4,500	21st Apr.	Shanghai & Kobe.
NOVARA	7,000	25th Apr.	Shanghai & Japan ports.

TIMELESS ON ALL STEAMERS

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Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

SUWA MARU (Calling Manila) Wed. 5th May, at 11 a.m.

KASHIMA MARU (Calling Manila) Sat. 22nd May, at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez Port Said & Marseilles.

YOKOHAMA MARU (Calling Genoa) Sunday, 25th Apr. at noon.

TAMBA MARU (Calling Genoa) Monday, 3rd May, at noon.

MISHIMA MARU (Calling Genoa) Friday, 14th May, at noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.

TOYOKA MARU (Calling Genoa) Middle of May.

LIVERPOOL & MARSEILLE via Suez, Port Said & Port Said.

WAKASA MARU (Calling Genoa) Monday, 3rd May.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU (Calling Genoa) Friday, 30th Apr. at 11 a.m.

AKI MARU (Calling Genoa) Wednesday, 19th May, at 11 a.m.

NEW YORK & HAVANA via Shanghai, Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

TSUYAMA MARU (Calling Genoa) Wednesday, 25th April.

SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.

KIMI MARU (Omitting Colombo) Thursday, 22nd April.

TESSHIN MARU (Omitting Colombo) Monday, 3rd May.

ALCUTTA & RANGOON via Singapore & Penang.

RANGCOON MARU (Omitting Penang) Monday, 19th April.

YAMAGATA MARU (Omitting Penang) Sunday, 2nd May.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU (Calling Genoa) Friday, 16th April, at 11 a.m.

TANGO MARU (Calling Genoa) Saturday, 22nd May, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

SADO MARU (Calling Genoa) Friday, 16th April, at 11 a.m.

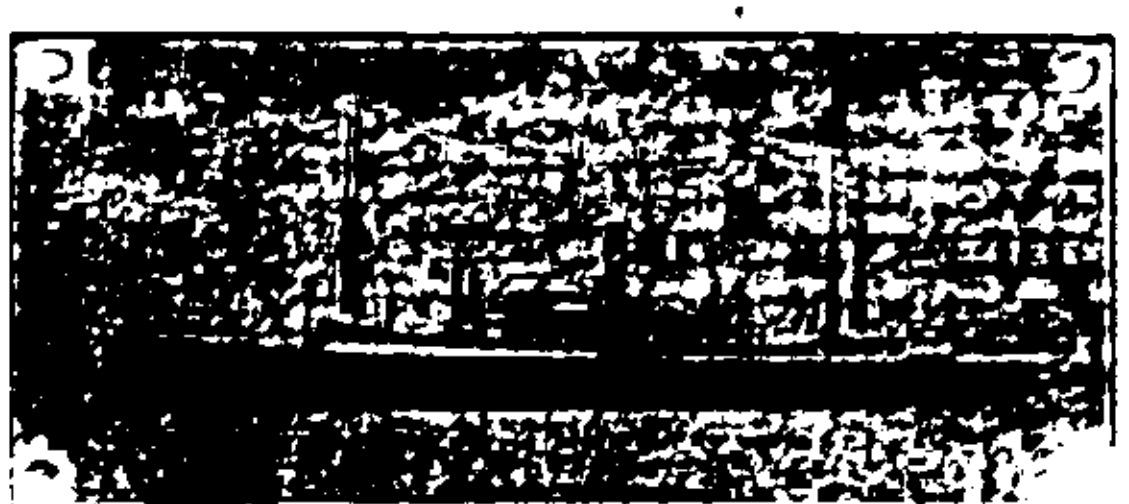
KITANO MARU (Calling Genoa) Tuesday, 27th April, at 11 a.m.

TESSHU MARU (Calling Genoa) Friday, 30th April.

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JAVA-CHINA-JAPAN LINE



Regular Fortnightly Service between
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Steamer	From	Expected on	Will leave on	For
Tjibodas	Shanghai	In port	16th Apr.	Java.
Tjiblak	Java	In port	20th Apr.	Japan.
Tjipanas	Java	In port	25th Apr.	Saigon.
Tjilatjap	Java	In port	26th Apr.	Java.
Tjikini	Macassar	17th Apr.		
Bengkalis	Japan	25th Apr.	28th Apr.	Java.

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LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

"HAYANA MARU" Tuesday, 4th May.

"HAYANA MARU" Tuesday, 8th June.

CENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Co.'s steamer.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

"PANAMA MARU" Tuesday, 15th June.

"SEATTLE MARU" Middle of July.

BOMRAT & COLOMBO—Regular fortnightly service via Spore.

"BURMA MARU" Friday, 16th April.

"SIAM MARU" End of April.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"KUNADIRI MARU" Monday, 17th May.

SAIGON, BANCK & SINGAPORE—Regular Monthly Service.

"SHISEN MARU" Sunday, 2nd May.

VICTORIA & VANCOUVER—Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokkaichi & Yokohama.

"AFRICA MARU" (Call Shanghai) Saturday, 22nd May.

"CHICAGO MARU" Saturday, 5th June.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

"KAIYO MARU" Sunday, 15th April.

AKAO via SWATOW & AMOY.

"SEISHU MARU" Thursday, 22nd April.

JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.

For sailing dates and further particulars please apply to—

Y. YASUDA,

Manager.

101, No. 744 and 745 No. 1, Queen's Building.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer	Arrived Hongkong	Leaves Hongkong
TAIYUAN	19th May	24th May

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and has superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Agents.

Telephone No. 36.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

UNITED KINGDOM AND CONTINENT.

For	Steamer	Sailing
LONDON & ROTTERDAM	"KAZENBE"	30th May.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS & Co. Canton General Agents.

DODWELL & CO., LTD.

STEAMSHIP SERVICES.

Regular Sailings to NEW YORK.

VIA PANAMA CANAL.

"BOLTON CASTLE"

Sailing Beginning of May.

LLOYD TRIESTINO.

BRINDISI, VENICE & TRIESTE.

VIA SINGAPORE, PENANG & COLOMBO.

S.S. "INNSBRUCK"

Sailing on or about 27th. April.

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. CO.)

Regular services between

JAPAN, HONGKONG & JAPAN.

S.S. "SAMARANG MARU"

Sailing on or about 25th April.

OCEAN TRANSPORT CO., LTD.

(TAIYO KAIEN KAISHA)

Steamship services Trans-Pacific, also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading to South African ports, with transshipment at Calcutta, in conjunction with the Indo-China S.N. Co. Ltd., and APCAR Lines.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
MANILA	Loongsang	Fri. 16th Apr. at 3 p.m.
STRAITS & Calcutta	Fooksang	Sat. 17th Apr. at 3 p.m.
KOBE	Yatsing	Sun. 18th Apr. at d'light.
HAIPHONG via Hoihow Takasang		Mon. 19th Apr. at 10 a.m.
TIENTSIN	Chipsing	Mon. 19th Apr. at 4 p.m.
SHANGHAI	Fooshing	Wed. 21st Apr. at d'light.
STRAITS & Calcutta	Kwaisang	Thur. 22nd Apr. at 3 p.m.
SANDAKAN	Hinsang	Tues. 27th Apr. at noon.

CALCUTTA LINE—This line now affords regular sailings to Calcutta, Port of India, and Singapore, via the Suez Canal, through the Red Sea, and the Gulf of Aden, and thence to India, Japan, and Australia.

All steamers have excellent passenger accommodation, are fitted with Electric Light and have a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, thence to all Northern and Southern Ports via Hongkong.

MANILA LINE—A weekly service is maintained with Manila, by vessels with good passenger accommodation.

HAIPHONG LINE—Sailings approximately weekly of passengers and cargo, calling at Haiphong and other ports.

JOINED LINE—One sailing per month between Hongkong and London, by a steamer having a large accommodation for passengers.

Cargo taken on through Bills of Lading for India, Japan, etc., via the Suez Canal, and thence to all ports in the East.

TIENTSIN LINE—A regular service is run from March to November between Hongkong and Tientsin, calling at Waihaiwei and Chien.

CALCUTTA LINE.

S.S. "FOOKSANG" & "KWAISANG" will be despatched on or about 17th & 22nd April, respectively for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM and MADRAS.

For Freight or Passage apply to

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI, WEIHAWEI and NEWCHWANG	Yunnan	17th Apr. at d'light.
SHANGHAI & TSINGTAO	Chenau	17th Apr. at 4 p.m.
SWATOW & BANGKOK	Luchow	20th Apr. at 10 a.m.
HAIPHONG	Kailong	20th Apr. at 10 a.m.
AMOY, SHAI & PUKOW	Suiyang	20th Apr. at 4 p.m.
TIENTSIN	Huichow	22nd Apr. at noon.
SHANGHAI	Sunning	22nd Apr. at noon.
SHANGHAI & TSINGTAO	Teau	24th Apr. at 4 p.m.
SWATOW & SINGAPORE	Hupoh	16th Apr. at 10 a.m.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Peking (twice weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Saigon.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 35. Agents.

Hongkong April 15, 1930.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FUOCHOW AND RETURN.

(Occupying 9 to 10 days.)

Steamships Captain Leaving.

Haiphong W. C. Passmore SAT. 17th Apr. at 3 p.m.

Haiching A. H. Stewart TUES. 20th Apr. at 1 p.m.

Moiala E. D. Walker FRI. 23rd Apr. at 1 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

PACIFIC SHIPPING.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co. Ltd. & China Navigation Co. Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co. Ltd.)

Sailings from Hongkong.

"CITY OF COLOMBO" via Suez 5th May.

"EURYKACHOS" via Panama 12th May.

* Calling at Boston.

Steamers proceed via Suez Canal or Panama Canal as Owners' option, subject to change with out notice.

For Freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG.

HONGKONG & CANTON REISS & CO. CANTON.

SHIPPING.

VESSELS ARRIVED.

The s.s. CHENAN, from Shanghai and Swatow brought yesterday 1,190 tons of cargo for through destinations and 530 tons for the Colony. She carried 330 Chinese deck passengers. Mooring, C 18.

The LUCHOW, yesterday came in from Bangkok with a thousand tons of general merchandise. Mooring, C 39.

The Java-China-Japan Line's TJISALAK, arrived this morning from Batavia with 354 Chinese passengers. She had on board 3,015 tons for Shanghai and the North and 4,145 tons for Hongkong. Mooring, A 23.

The s.s. COLOMBIA, arrived this morning as well from San Francisco via Manila. She brought 1,175 tons of cargo for through destinations and 350 tons of steel and groceries for Hongkong. She carried 105 deck passengers, and 149 packages of mails.

From Keelung the KAMUI MARU, belonging to the Mitsui Bussan Kaisha, brought this morning 2,305 tons of coal for the Colony. Mooring, B 32.

From Formosa the SUWA MARU, consigned to-day here 1,200 tons of coal. Mooring, C 34.

From Keelung the KAIHE MARU, brought yesterday 1,078 tons of coal. Mooring, O. S. K. Wharf.

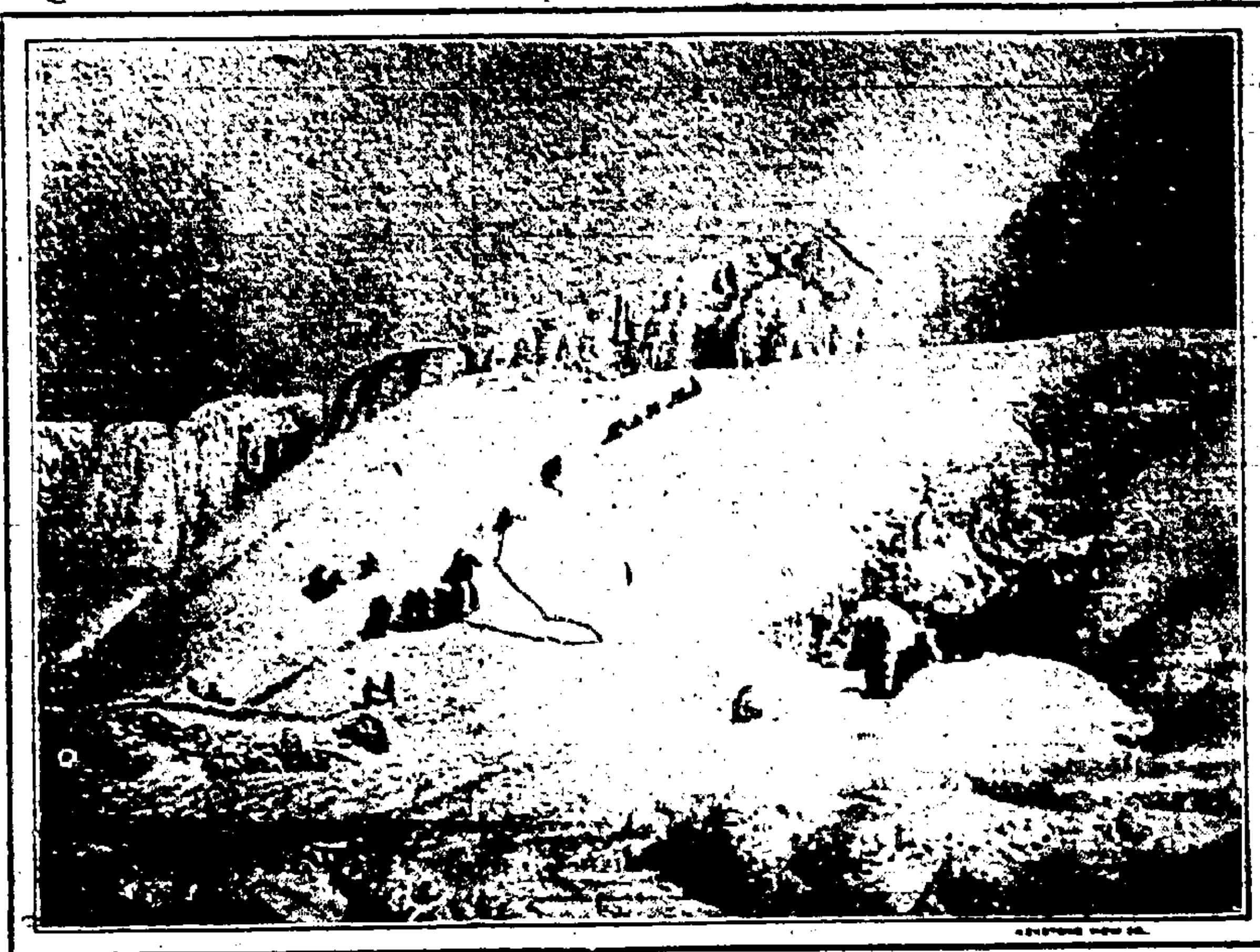
MOVEMENTS OF STEAMERS.

TO-DAY'S PICTURES.



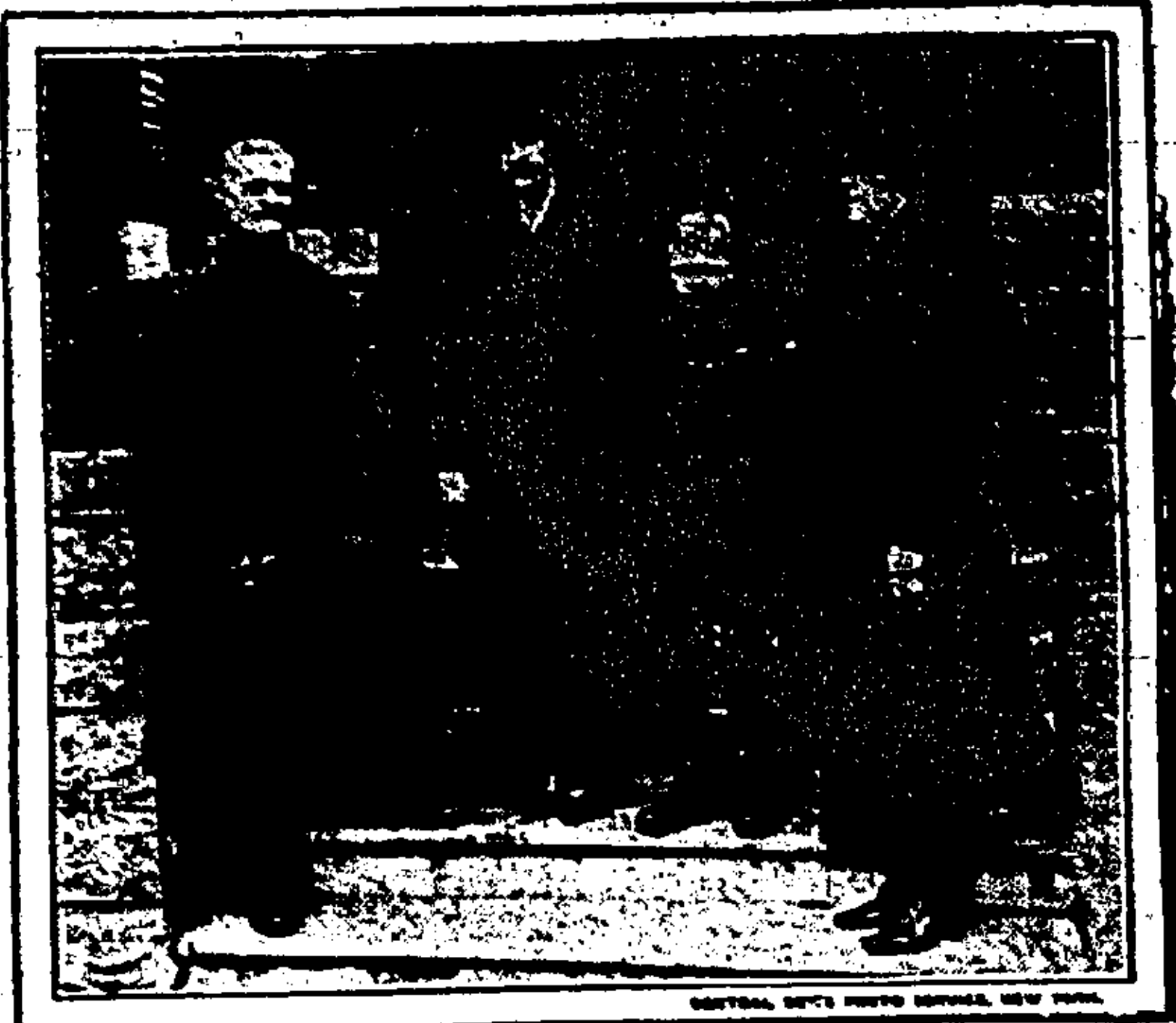
GERMAN GENERAL LIONISED.

Gen. von Mackensen appears in his old uniform of officer of Death's Head Hussars. The reception rendered to him on his return to Berlin was greater than that of Hindenburg. He is on the list of the Allies for trial.



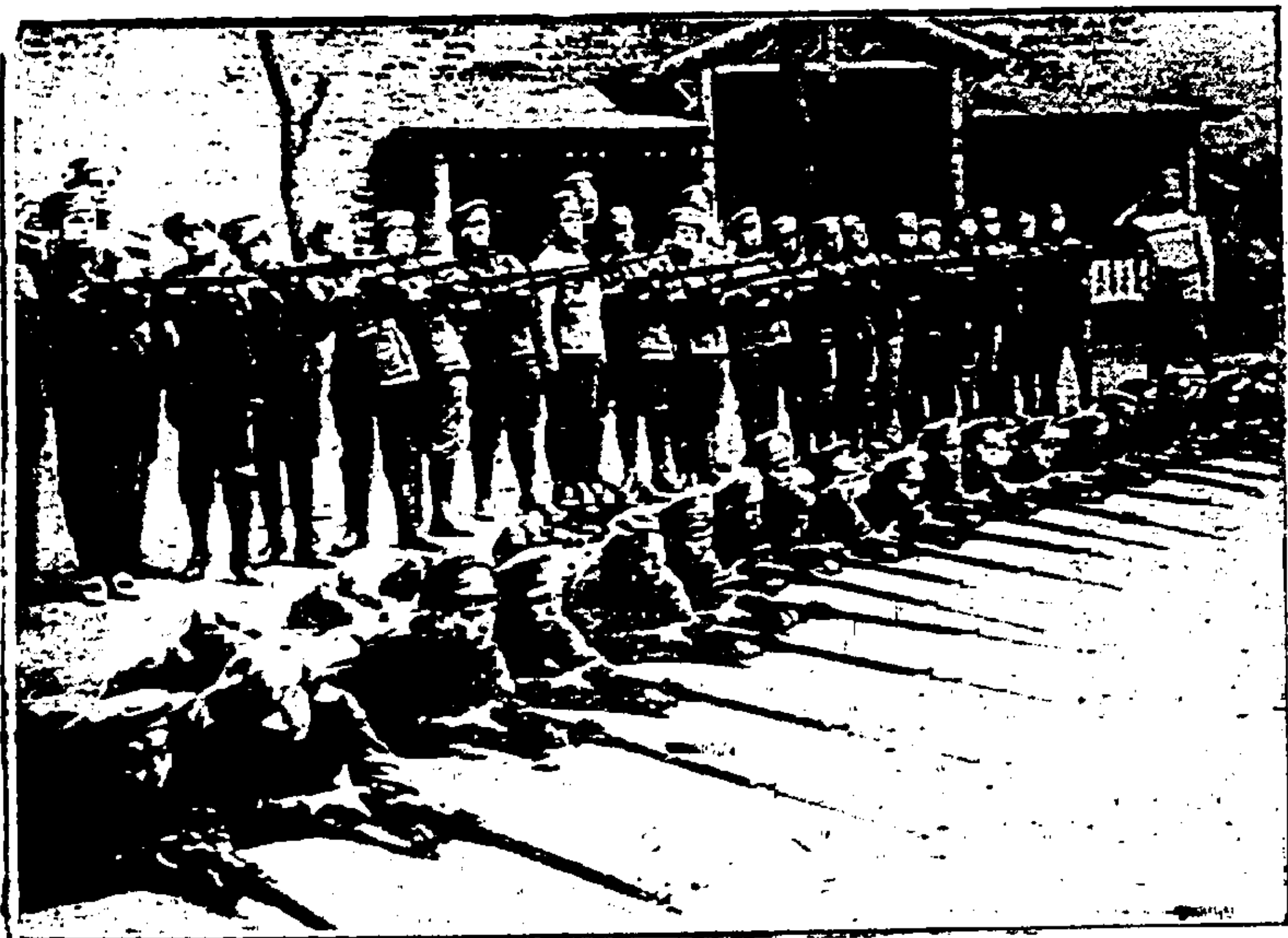
THE FROZEN BEAUTIES OF NIAGARA.

Sightseers climbing up on the ice jam formed at the base of the great falls by the broken ice which floats down the river.



GENERAL PERSHING AT HIS NEW HOME.

General Pershing on the steps of his recently purchased home in Lincoln, Nebraska. With him are shown his two sisters and his son, Warren. Left to right: General Pershing, Miss Mae Pershing, Warren and Mrs. D. M. Pershing Butler.



RUSSIAN WOMEN SOLDIERS.

Photo shows anti-Bolshevik Women's Battalion at drill. These women were under the command of the Koltchak forces. Most of them have been killed by the Reds during recent battles.



HANDS INSURED FOR \$100,000.

Mme. Vera Fokina, the famous dancer, who has insured her hands for \$100,000 in America. She says her hands are as great an adjunct to her dancing skill as her feet.



ARMY INVENTOR.

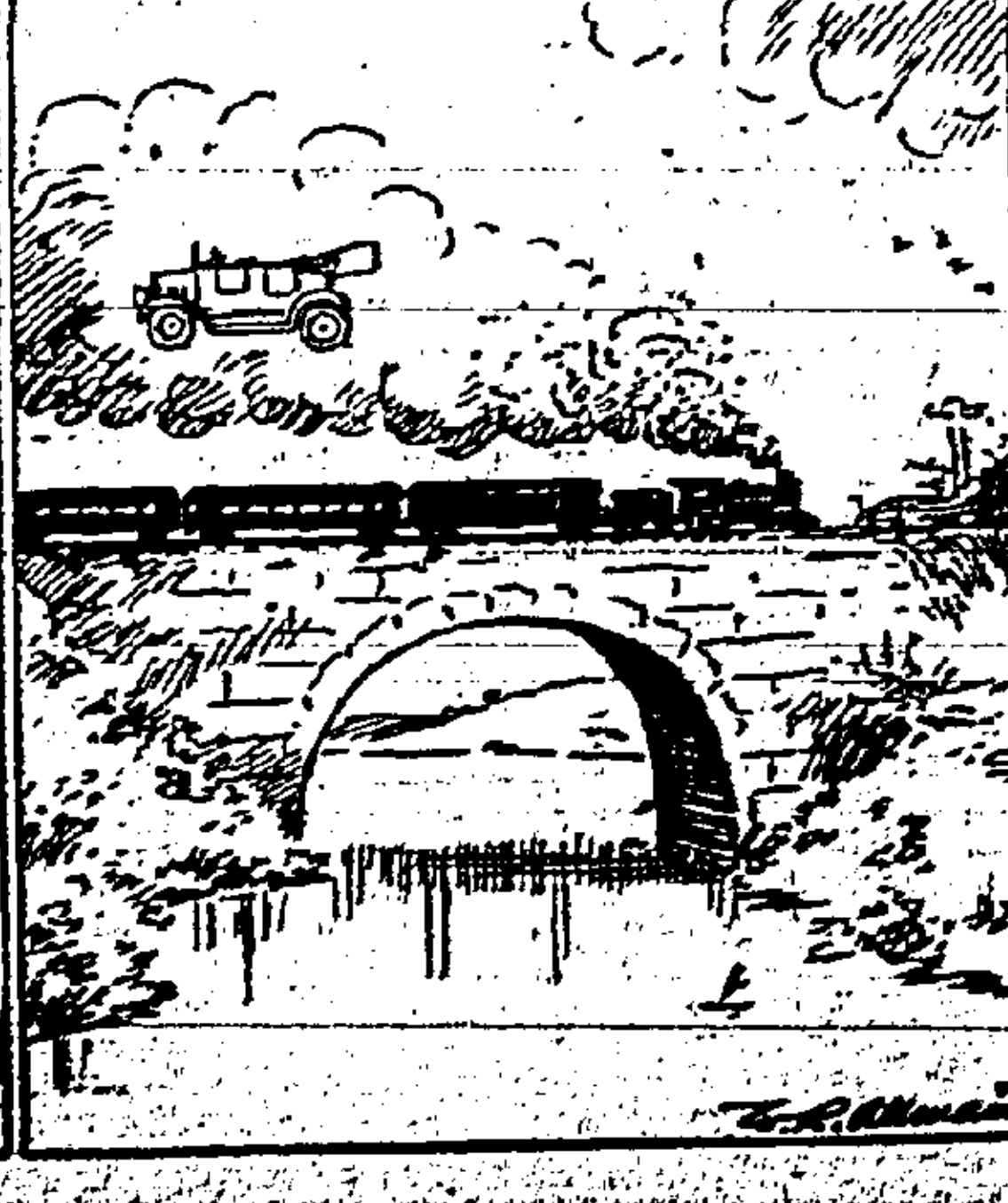
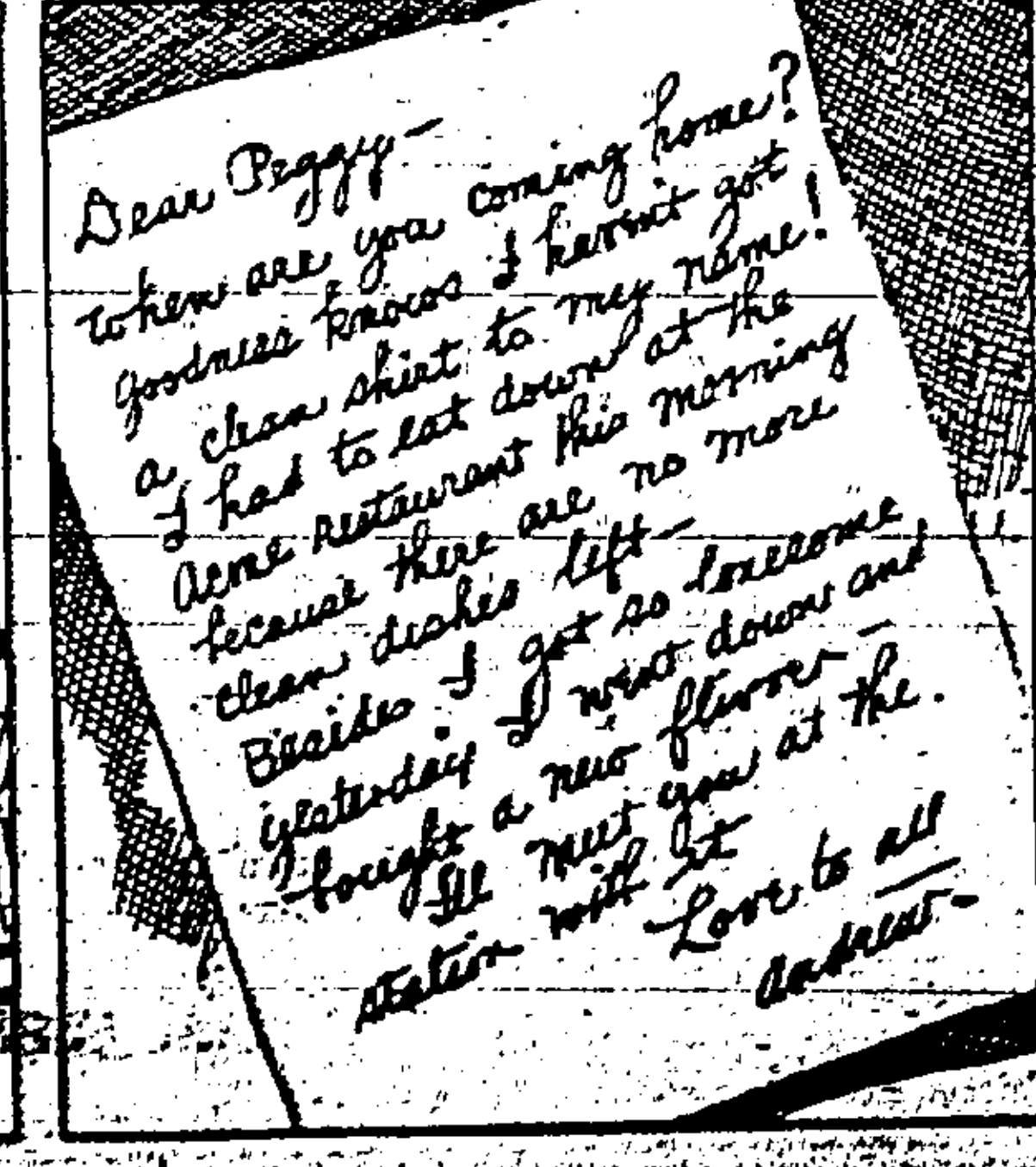
Major General George O. Squier, who has originated and is now completing experiments for the sending of ten or more messages simultaneously along one telephone wire for long distances.



STORMING THE REICHSTAG.

First photos of attempted storming of the Reichstag by Berlin mobs. The throng charged the building after listening to fiery orations. The drive on the portals was broken only after repeated rifle fire and throwing of many grenades.

DOINGS OF THE DUFFS



Grandma Gets an S. O. S.

BYALLMAN

SHIPPING.

AMERICAN EXPRESS COMPANY.

BANKERS AND FORWARDERS.

ESTABLISHED—1841.

HEAD OFFICE—35 BROADWAY, NEW YORK.

CAPITAL AND SURPLUS—U. S. \$25,000,000.00.

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6, Haymarket, S. W.

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We maintain Foreign Trade and Travel Bureaus.

American Business a Specialty.

STRUTHERS & DIXON, INC.,
HONGKONG.

For SAN FRANCISCO DIRECT

U. S. S. R.

S. S. "ELKHORN"

22nd April, 1920.

Through B-Lading issued to all U. S. and Canadian
Overland Common Points.

For Freight and Particulars apply to—

STRUTHERS & DIXON INC.,
AGENTS.

Telephone 3008. Powell's Building.

ENGLISH BATHING CAPS

A NEW STOCK OF THE ABOVE IN
VARIOUS COLOURS IS JUST TO HAND.Tel. 345. THE PHARMACY Tel. 345.
(Fletcher & Co., Ltd.)
22, Queen's Road Central.

1920 CATALOG No. 92

Now Ready

Our 500-page, profusely illustrated catalog of
General Merchandise, Foodstuffs and Machinery
is now ready.The general increase in price of all
merchandise makes it more than
ever desirable to exercise the greatest
care in buying. A comparison of our
prices with those locally in effect will
show that we offer a worth-while
savings.

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In the new catalog you will find illustrated,
described and priced, practical
ly everything you want for the
HOME, OFFICE, FARM,
SCHOOL or HOSPITAL.
Groceries, Dry Goods, Clothing,
Furniture, Electric and
Sporting Goods, Gas En-
gines, Auto Supplies, Bicy-
cles, Farm Implements,
etc., etc.

New Shanghai Office.

To render more efficient service to our
customers in China and the proper care of
the rapidly growing business we have opened
a branch in the new INTERNATIONAL
Building, SHANGHAI, which will be opened
about April 1, 1920.Temporary office has been opened at No. 12, Kanking
Road, Shanghai.

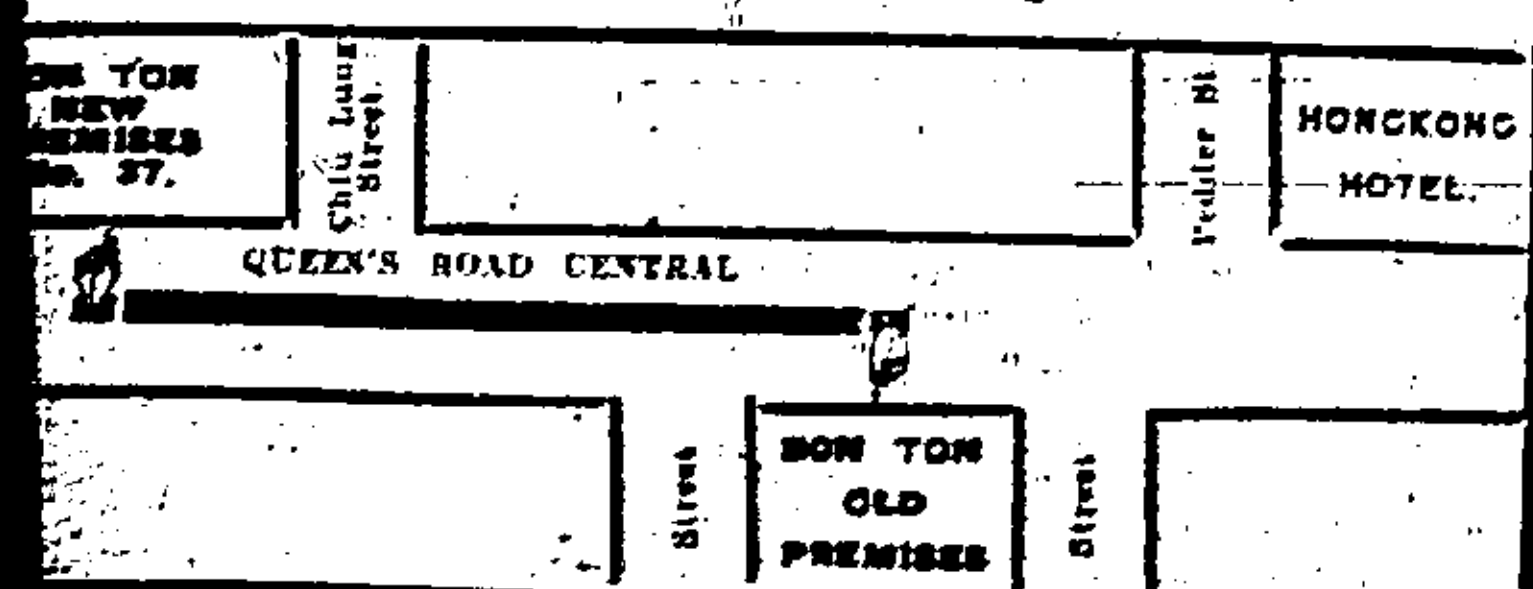
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MONTGOMERY WARD & CO.
12, Kanking Road, SHANGHAI.We guarantee that any merchandise purchased from us
will be delivered upon arrival to be exactly
as represented in the catalogue.

We Guarantee Safe Delivery

MONTGOMERY WARD & CO.
Manufacturers and Exporters of General Merchandise
Chicago, U.S.A.

NOTICE OF REMOVAL.

The attention of our customers is called to the fact that we
removed to No. 37, Queen's Road Central, and the position of
PREMISES is indicated by the following SKETCH.THE BON TON
Ladies' Tailors & Outfitters, etc.,
Hongkong, 26th March, 1920. Telephone 928.

NOTICE.

PEAK TRAMWAYS CO., LTD.

TIMETA BLE.

WEEK DAYS.

7.00 a.m.	to 8.00 a.m.	Every 15 min.
8.00 a.m.	to 11.00 a.m.	15 min.
11.00 a.m.	to 12.00 p.m.	15 min.
12.00 p.m.	to 1.00 p.m.	15 min.
1.00 p.m.	to 2.00 p.m.	15 min.
2.00 p.m.	to 3.00 p.m.	15 min.
3.00 p.m.	to 4.00 p.m.	15 min.

NIGHT CARS.

8.30 p.m. to 11.30 p.m. Every 15 min.

11.30 p.m. to 1.30 a.m. Every 15 min.

SATURDAY EXTRA CARS.

12.00 midnight.

SUNDAYS.

7.30 a.m.	to 11.30 a.m.	Every 15 min.
11.30 a.m.	to 12.00 noon	15 min.
12.00 noon	to 1.30 p.m.	15 min.
1.30 p.m.	to 2.00 p.m.	15 min.
2.00 p.m.	to 3.00 p.m.	15 min.
3.00 p.m.	to 4.00 p.m.	15 min.

NIGHT CARS.

11.30 p.m. to 1.30 a.m. Every 15 min.

SPECIAL CARS.

B. arrangement at the Company's Office.

Alexandra Building, Des Voeux Road.

JOHN D. HUMPHREYS & SON.

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APIOL & STEEL PILLS

A French Remedy for all Irritations
Thousands of Ladies have kept a box
of Martin's Pills in the house, so that
in the first attack of the trouble, they
may be at hand. These pills are not
merely a cure, but they prevent the
return of the trouble. They are
entirely harmless and do not
interfere with the work of the
stomach. They are sold in
boxes of 10, 20, 30, 40, 50, 60, 70, 80, 90, 100 pills.
MARTIN'S, Chemist, Southampton, Eng.

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APIOL & STEEL PILLS

By Ladies.

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THE BANK OF CHINA.

(Specially authorized by Pre-
sidential Mandate of the Republic
of China on the 22nd of Novem-
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Authorized Capital, \$20,000,000.00

Paid up Capital, 12,279,500.00

Reserve Funds, 3,197,400.00

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Terms on application.Every description of Banking
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the following rates:—

For 3 months 3% per annum

For 6 months 4% per annum

For 12 months 5% per annum

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Manager.

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SERVICE PROMPT.

Current Savings, and Fixed
Deposits bear interest at rates
2, 3, 4, 5% respectively.

J. USINGLY.

Hongkong, 7th July, 1919.

HOW TO AVOID

INFANTILE AILMENTS.

When there are diseases pre-
valent in the season, it is most
dangerous for infants and so
great care must be taken in
feeding them with proper food; other-
wise they will give Mothers
a lot of trouble. To avoid this
trouble is to feed them with
LACTOGEN which resembles
human milk; easily digested and
the promoter of healthy appetites.
It keeps the infants thriving and
free from all Infantile Ailments.

LACTOGEN

LACTOGEN is a perfect substitute for
human milk. It is made from
the best quality of milk and is
easily digested. It is the
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Sterling \$1,500,000

Silver \$33,000,000

Revenue Liability of Depositors \$15,000,000

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